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Interdeptl. air traffic control bd. meetings # 129-145

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INTERDEPARTMENTAL
AIR TRAFFIC CONTROL BOARD
Washington, D. C.

Meeting No. 129. A. August 5, 1942

Time: 1:00 P.M. to 5:00 P.M.

Place: IATCB Room, Army Air Forces Annex #1, WASHINGTON, D. C.

Members Present:

Earl F. Ward, CAA, Presiding
Gus Leazar, CAB

Alternates Present:

C. F. Cornish, Major, AC
W. F. Taylor, Ensign, USN

Secretary:

J. B. Hartranft, Jr., Capt., AC

Witnesses Appearing:

A. L. Morse, Technical Development Division, CAA
Jack Vitol, Aircraft Engineering Division, CAA
Otto E. Kirchner, American Airlines, New York City
F. W. Barker, Air Transport Association
W. T. Miller, CAA
J. P. Whitney, Comdr., USN, Buler.
H. E. Sears, Lt. Comdr., USN, Naval Air Station, Anacostia, D. C.
R. O. Jones, Air Commodore, Royal Air Force, British Air Commission.

SUBJECTS:

1. DANGER AREAS:

A. LEARY, GEORGIA - TRIANGULAR DIVISION CAMP SITE.
B. STILLWATER, OKLAHOMA - TRIANGULAR DIVISION CAMP SITE.

2. CAB SPECIAL REGULATION - AIRCRAFT POSITION LIGHTS.

* * * * * *

1. DANGER AREAS:

A. LEARY, GEORGIA - TRIANGULAR DIVISION CAMP SITE.

Discussion:

The Secretary of the Board presented a request from the Corps of Engineers for approval of a Triangular Division Camp Site near LEARY, GEORGIA.

Findings:

1. The proposed site is described as follows:

Beginning at the town of LEARY; thence Southerly in a straight line to the town of MILFORD; thence East-Southeasterly to the town of NEWTON; thence Northerly on the NEWTON-ALBANY road to COOLEEWAHEE CREEK; thence Northerly along the main branch of said creek to the ALBANY-LEARY road; thence Westerly along said road to the town of LEARY and point of origin.

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2. There are two airports from which Army Elementary Training is being conducted within 8 miles from the nearest portion of the proposed camp site, and there is an Advanced Army Training site approximately 11 miles from the nearest portion of the proposed camp site.

3. A portion of the artillery range lies across the Southwest leg of the ALBANY Radio Range which is the letdown leg for the ALBANY Municipal Airport.

4. The nearest portion of the proposed camp site is approximately 4½ miles from the ALBANY Radio Range.

5. The proposed camp site is not located on any civil airway.

RECOMMENDATIONS:

That the request for approval of the site described below for use by the Ground Forces be referred to the Flying Training Command, Army Air Forces for comment:

Beginning at the town of LEARY; thence Southerly in a straight line to the town of MILFORD; thence East-Southeasterly to the town of NEWTON; thence Northerly on the NEWTON-ALBANY road to COOLEEWAHEE CREEK; thence Northerly along the main branch of said creek to the ALBANY-LEARY road; thence Westerly along said road to the town of LEARY and point of origin.

---

B. STILLWATER, OKLAHOMA - TRIANGULAR DIVISION CAMP SITE.

Discussion:

The Secretary of the Board presented a request from the Corps of Engineers for approval of a Triangular Division Camp Site in the vicinity of STILLWATER, OKLAHOMA.

Findings:

1. The proposed site is described as follows:

Beginning at a point on U. S. Highway 64, approximately 3 miles East of the town of PERRY at Longitude 97° 16'; thence due East on said highway to a second-class road between PONCA CITY and STILLWATER; thence West on said highway to Longitude 97° 8'; thence South from this point to Latitude 36° 1'; thence due West on said Latitude to Longitude 97° 15'; thence in a straight line approximately 15° West to the intersection of the AT and SF Railroad and the NOBLE-PAYNE County line; thence due East on this county line to Longitude 97° 16'; thence due North from this point to point of origin.

2. The proposed area projects approximately 3½ miles into Blue Airway No. 5.

3. This site is adjacent to the STILLWATER Municipal Airport at the Northeast corner of the cantonment area.

4. The proposed site would appear not to conflict with training activities in this general area.

5. Firing of artillery from within this area will reach approximately 18,000 feet.

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Meeting No. 129 August 5, 1942

RECOMMENDATIONS:

1. That the area described below be approved for a Triangular Division Camp site in the vicinity of STILLWATER, OKLAHOMA.

> Beginning at a point on U. S. Highway 64, approximately 3 miles East of the town of PERRY at Longitude 97° 16'; thence due East on said highway to a second-class road between PONCA CITY and STILLWATER; thence due South on said road to the main highway West of STILLWATER; thence West on said highway to Longitude 97° 8'; thence South from this point to Latitude 36° 1'; thence due West on said Latitude to Longitude 97° 15'; thence in a straight line approximately 15° West to the intersection of the AT and SF Railroad and the NOBLE-PAYNE County line; thence due East on this county line to Longitude 97° 16'; thence due North from this point to point of origin.

2. That the above described area be designated a Danger Area, published in "Notices to Airmen" and plotted on aeronautical charts.

3. That no firing be conducted in that portion of the area which projects into Blue Airway No. 5.

* * * * * *

2. CAB SPECIAL REGULATION - AIRCRAFT POSITION LIGHTS.

Discussion:

The Secretary of the Board presented a memorandum of April 4, 1942 from Mr. F. Albery, Liaison Officer, Civil Aeronautics Administration, received through the CAA member, requesting the Board's opinion on a Special Regulation excepting the Armed Forces within a vital defense area or zone of military operations from the provisions of the Civil Air Regulations relating to aircraft position lights. Mr. Albery's memorandum of April 4 is quoted in Finding No. 1 below.

Findings:

1. Mr. Albery's memorandum of April 4, 1942 to the Chairman of the IATCB reads as follows:

"SUBJECT; Provisions of Civil Air Regulations relative to aircraft position lights.

"Many operational missions of the Army and Navy Air Forces are conducted at night without displaying position lights on the aircraft. Barrage Balloon installations do not display cable identifying streamers by day nor lights by night. These operations without lights are contrary to the provisions of Civil Air Regulations and it is proposed to request the Civil Aeronautics Board to adopt a special regulation which will relieve these operations of the status of a violation.

"The tentative draft of such special regulation is quoted below and your comments, suggestions and recommendations will be appreciated as soon as possible.

> 'The provisions of the Civil Air Regulations relating to aircraft position lights shall not apply to aircraft, including fixed balloons, of the armed forces when operating within a vital defense area or zone of military operations.'"

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2. Mr. Barker of the Air Transport Association stated that his organization was opposed to the adoption of the above special regulation and that they favored more lighting on all types of aircraft.

3. Information received from the Director of Individual Training indicates that the program of the training of individual pilots does not call for the operation of aircraft individually or collectively without the use of navigation or position lights on or off airways.

4. Without exception, the LATCB members were unanimous in the opinion that the regulation as above proposed was not satisfactory.

RECOMMENDATIONS:

1. That the Civil Aeronautics Board adopt a special regulation to the effect that:

a. Military aircraft on special missions, previously approved by competent authority and requiring non-compliance, are permitted to operate without complying with the regulations relating to aircraft position lights upon notice to the C.A. Regional Manager of the times and locations where such flights will take place. In active defense or combat zones when the tactical situation as determined by competent authority warrants immediate action, the regulation requiring that the Regional Manager be previously informed may be waived. The C.A. Regional Manager in each case will notify the appropriate airway traffic control center of such movement of unlighted aircraft, which center in turn shall notify all interested parties and control traffic accordingly.

b. Fixed balloons may be operated by the Armed Forces without compliance with the regulations relating to lights and streamers only in locations previously designated and published as danger areas except in active defense or combat zones when the tactical situation as determined by competent authority warrants immediate action.

* * * * * *

EARL F. WARD,
C.A. Representative

W. F. TAYLOR,
Ensign, U. S. N.
Navy Department (Alternate) Representative

C. F. CORNISH,
Major, A. C.
War Department (Alternate) Representative

J. B. HARTSHEFT, JR.,
Captain, A. C.
Secretary 8/7/42

GUS LEWIS,
C.A.B Representative

The above recommendations are within the policies established by the War Aviation Committee and are approved.

DONALD H. CONNOLLY, 8/7/42
Brig. General, U. S. Army,
Military Director of Civil Aviation

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INTERDEPARTMENTAL
AIR TRAFFIC CONTROL BOARD
Washington, D. C.

Meeting No. 129. B. August 5, 1942

Time: 1:00 P.M. to 5:00 P.M.

Place: IATCB Room, Army Air Forces Annex #1, WASHINGTON, D. C.

Members Present:

Earl F. Ward, CAA, Presiding
Gus Leazar, CAB

Alternates Present:

C. F. Cornis , Major, AC
W. F. Taylor, Ensign, USN

Secretary:

J. B. Hartranft, Jr., Capt., AC

Witnesses Appearing:

A. L. Morse, Technical Development Division, CAA
Jack Vitel, Aircraft Engineering Division, CAA
Otto D. Kirchner, American Airlines, New York City
F. W. Barker, Air Transport Association
W. T. Miller, CAA
J. P. Whitney, Comdr., USN, Butler.
H. E. Sears, Lt. Comdr., USN, Naval Air Station, Anacostia, D. C.
R. O. Jones, Air Commodore, Royal Air Force, British Air Commission.

SUBJECTS: Recognition Lights

Discussion:

The Secretary of the Board presented a request from AFTCC to AIDCA dated May 20, 1942, on the subject of Resin Recognition Lights which was submitted to the Board by the War Department Member.

Air Commodore Jones described in detail the several methods used by the British for the recognition of friendly aircraft, dwelling chiefly on the two types of electric lights, the "resin light" for rearward recognition, and the "downward light" for recognition from the ground.

Considerable discussion ensued during which Commodore Jones stated that the British had found it too time consuming to re-wire American planes to accomodate particularly the resin lights (which are normally located at the tip of each wing) and, therefore, modified the standard type of American tail light to supply a discernable and reasonably suitable recognition signal.

For the sake of brevity, it is believed that the results of the general debate participated in by all Board members and witnesses can best be presented in the Findings, however, a transcript of the discussion in which Air Commodore Jones took part is attached for informative purposes.

Findings:

1. That certain types of British aircraft operating within, or liable to operate in, a combat zone or "alerted area" at night are required to carry certain "recognition" devices.

2. That the British have found that masking of tail lights to provide the same pattern As the resin light has provided a reasonably acceptable substitute,

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however, providing an excellent enemy target in a vulnerable spot on the aircraft.

3. That the rewiring of American Aircraft to provide resin lights in the less vulnerable wing tip positions was too expensive and time-consuming.

4. That the Air Transport Association sub-committee on identification lights was not aware of the "downward recognition lights".

5. Commodore Jones stated that inasmuch as the mechanical features and type of use was well known to the enemy, he could see no reason for classifying this meeting. The Secretary of the Board was instructed to use the regular "Restricted" classification for this meeting of the IATCB.

RECOMMENDATIONS:

That no change in navigation lighting of aircraft be made which would reduce the performance of such lighting below the standard now set up by the CAA for operations within the United States.

J. B. HARTRANFT, Jr.,
Major, A.C.,
Secretary.

EARL F. WARD,
CAA representative.

G. L. BOYER,
Colonel, A. C.,
War Department Representative.

G. L. [illegible]
CAA representative.

J. B. VOIT,
Lt. Comdr., U.S.N.,
Navy Representative.



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Meeting No. 129B August 5, 1942

RECOGNITION LIGHTS

HEARTWELL: The history on this request which originated with the Director of Communication, AAF, on the subject of Resin Recognition Lights is somewhat as follows:

This came from the Director of Communication addressed to the Military Director of Civil Aviation and has come to the Board for comment and recommendation. It's a 3 paragraph Record and Routing Slip which reads as follows:

"1. Resin recognition lights are used by the British in all night flying aircraft, except single seater fighters, bombers, flying boats, single engine operational bi-planes. The colors are red, green and white used in the alternative one color per flight. Off and on switch and intensity control by rheostat both under control of pilot. Visibility is restricted to rearward by a cone sub-tending angle of 40 degrees at the apex. The radius of the base of the cone is increased in a downward direction to give a light angle of 45 degrees from the axis to the cone. Lateral visibility is restricted to 20 degrees either side of the vertical. The axis of the cone is parallel to the longitudinal axis of the aircraft. The candle power of the bulbs and control is such that visibility of each bulb is restricted to 500 yards. In case 245 of the Joint Aircraft Committee Working Sub-committee and Standardization it was recommended (which recommendation has been approved) that the standard tail light should be used in U. S. type aircraft in lieu of the resin lights (when required). This should be accomplished by changing the tail light lens or lenses to the necessary colors and by providing necessary shields for restricting the angles of illumination whenever resin lights are required. The resin lights are required on all American aircraft used jointly with the British when such aircraft will probably be used in night operations.

"2. It has been suggested that all aircraft to be manufactured be equipped with resin lights and also that all existing Army Air Force airplanes be modified by being equipped with resin lights. This would permit the immediate transfer of any Army Air Force aircraft to joint action with the British without the necessity of time consuming modification and it will also provide our forces with aircraft equipped with recognition lights for use, should any future change in the Military situation make it necessary on this continent.

"3. As it would appear that this change would necessarily do away with the single white tail light now required for air traffic control purposes, comment is requested on this matter."

Have you anything you would like to add to that Commdr. Jones?

JONES: The Recognition Light was worked out in London between representatives of BRITISH and U. S. Army and Navy staffs and agreed upon as a system. First of all, radio recognition which is not within the terms of this meeting although that may be required later, I don't know, and then there is the lighting recognition and the recognition as required purely to prevent an aircraft being shot down by its own countrymen from the air or ground. The recognition lights, you have heard of one of them, the resin light; there is another light which is the - which is referred to as the downward recognition light which works on a different code and is for a different purpose. The downward recognition light consists of three separate lamps and at certain intervals the color combination is changed and the pilot knows when the changes are coming on but he only puts them on when he is in danger. When he thinks he is about to be fired on by another aircraft and he is pretty certain it is his own aircraft, he will turn on his resin lights; if he sees the first flash of an antiaircraft gun, he would give the recognition on his downward identification lights. The downward can be switched on on U.S. Morse Code that will send the color and will have it taken downward. The resin is just switched on and is not morsed. It is intended to show plainly to a pursuit that is in a favorable position for attack. Now these lamps have not got to be changed in color in the air. The color is changed on the ground so that any particular flight you will need only the one color and no change. But here is an important



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thing which bears largely on it; In ENGLAND, resin lights are carried one on the rear of each wing tip, one each side, and each of them has this angle.

Now when it came to applying the ruling of the LONDON committees to AMERICAN aircraft which may operate with BRITISH or where a BRITISH defense is, we found that it was a very big modification work to wire every wing and put in a light at the tip. Every BRITISH aircraft carries a light so we made a suggestion to get over that difficulty and make a speedy job of it, that we should borrow for the time being any convenient tail lamp and use that because under combat conditions, you won't be using that tail lamp. This is only used in combat areas and would not be used except in a defended area.

WARD: You propose to utilize the present tail light but of course that would .... It is generally inadequate for commercial airway traffic of any sort. You would enlarge the lens, presumably purchasing a white bulb, and there is no reason why we can't step up the candle power on our present tail lights until such time as that modification becomes necessary and put in a smaller power bulb in the fixture.

JONES: The way it is being done is this - I believe first of all WRIGHT FIELD have determined what the candle power lamp will meet this requirement and you need more powerful lamps to shine through color and they have graduated the color of the new lenses so the same lamp will do any of the colors. It is preferable to have the double lamp because the single tail light gives a jolly good target. The use of the tail light is merely temporary and they desire to have the two wing tip lights.

WARD: We are proposing here in the interest of safety from overrunning aircraft to put in a flashing red and white lamp and trying to reconcile the identification there with that so, we can't tear out the tail and put in the new one, we are trying to reconcile these two discrepancies pending the time we can put these things on the wing which won't be used here. Then we can use a normal tail light assembly in the States or wherever it is a non-combat area and use the recognition lights when necessary.

HARRIOTT: I think I can add something else for the record. The C.A.B Regulation Serial Number 219, adopted on May 7, 1942, effective May 15, 1942, reads as follows:

> "An air carrier shall have on board aircraft operated in overseas or foreign air transportation between such points as may be designated by the U. S. military authorities recognition signal devices of all types designed by such authorities. When operating between any such points each airline pilot and co-pilot shall use such devices and comply with such recognition procedure as may be prescribed in instructions issued by the U.S. military authorities."

JONES: The usual plan to make the masking is to spray paint, leaving clear the necessary mask opening so that the mask is an integral part of each colored lens.

VITOL: That would mean that each of the present DC airplanes equipped with wing tipped lights would not lend themselves to this scheme at all in that the lamp is colored. Are you planning to use the tail lamp on the wing tips?

JONES: This is to avoid modification. We are using the existing tail lamp in its present position. You can't do anything with any existing wing tip lamps because the angles are quite wrong.

LUCAS: Then for operations of that tail lamp here, you could use one lens and simply change the lens and if you are going to use it in foreign service, you could change it then to your.....



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JONES: If you are operating the aircraft here, you would operate it with a white lens and the proper candle power lamp. If you are suddenly called to service, you could change the lamp for the correct candle power and carry with you the different colored ready masked lenses that you require. In the case of your red and white flashed tail light, all you will have to do is to carry the proper filter.

The BRITISH authorities say that they would prefer to have the proper outfit if and when it can be put in.

KIRCHNER: That would be very simple to do; all it would require is 3 replacement lenses properly masked with the proper color and proper density which would require the elimination and the need of replacing the bulb.

JONES: That has been worked out in WRIGHT FIELD; they have the information and they have the lenses in production.

WARD: Except that they are not, I believe, aware of this proposal to use alternating red and white flashes. We are trying to combine the two.

KIRCHNER: That would not interfere with our red and white blinking lights because we have a shifting arrangement which allows us to go back to fixed navigation lights which will do away with the red tail light and in which case when we need the ships for military purposes, we will just black out the red light and change the white lens to suit the particular operations, combat or military operations, of this particular day.

WARD: You can do that by masking the lens itself.

KIRCHNER: You would carry them in a container which would be replaced on the ground.

JONES: Rosin colors are not required to change in the air but downward are required to change in the air by a switch under control of the pilot.

WARD: That's another problem.

JONES: The power of the downward recognition light is to give a horizontal range of 2½ miles visibility of normal light.

WARD: Horizontal?

JONES: Yes.

CORNISH: That would be vertical.

JONES: I mean the aircraft in the air at a distance of 2½ miles away must be of sufficient power to see it.

KIRCHNER: How high?

CORNISH: At any altitude.

JONES: I haven't got the angle of that but the standard horizontal lamp used is a little streamlined follow that the Army and Navy have detail of. It is the ordinary wing tipped lights. That meets the requirements with the candle power which WRIGHT FIELD and the Bureau of Aeronautics know about and have.

KIRCHNER: There will be 4 of these?

JONES: Three down and one up.

HARTNETT: We have more than the problem of the Airlines here; I think we can clear that up and then the balance strictly of military nature on installation of these lights in the future production models whether they are now designated



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for foreign shipment or not. I think we can take these problems up after the airline situation.

WARD: I don't think it comes within the Province of this Board.

HARTRANFT: They have asked for a joint recommendation and would like to have the concurrence or at least the opinion of the Army and Navy and a joint recommendation. Both the Army and the Navy have been advised of this problem.

WARD: What is this committee of which you are chairman?

KIRCHNER: The sub-committee of the AAF.

HARTRANFT: Paragraph 3 is not correct as it is now quoted since it says that:

> "As it would appear that this change would necessarily do away with the single white tail light now required for air traffic control purposes, comment is requested on this matter."

It now becomes evident that the single white tail light will not necessarily have to be removed, that it can be retained until just prior to the departure of the aircraft at which time this lens arrangement can be installed. A recommendation from the Board should be very simple at this time.

JONES: If you wish to use the aircraft, you will still have white lights available; but if you are going into combat area, you are deprived of the white tail light for that occasion. We accepted that to ease production because if you are going into a combat area where you are likely to use a rosin light, it is most unlikely that you will switch on your navigation lights. If you are going to carry navigation lights and use them, in a combat area you will be shot down.

KIRCHNER: Some aircraft are exempt. Why is that? Is a troop carrier.....

JONES: This is the rule that's been agreed upon. It should be in all night flying aircraft entering a combat zone except single engine fighters and flying boats. They're not likely to cross the defended zone. Remember, this is only the third of a series of recognition devices and is probably very seldom used. The exceptions are single engine, but it has been positively put down that amphibian, cargo, and transport airplanes should be included in the list of airplanes to be equipped with signals according to air corps policy 203.

KIRCHNER: That would prove.....

JONES: Transports are specifically mentioned. That means army transport airplanes in this connection. But I would like to bring up the other point - the recognition systems; Do you want to know anything about the pistol?

WARD: We might be interested.

HARTRANFT: We will be required to recommend on the request which does not single out electrical items alone. Would you consider it desirable to have the air carriers equipped with the pyrotechnics as well as the rosin lights.

JONES: I am finding it a bit difficult to see, under the present conditions of war, where an aircraft belonging to an American civil airline would enter a combat zone unless it had already been taken over by the U.S. Army or Navy.

WARD: They may be taken over for a day or week or permanently.

JONES: In that event you would probably black out its markings and put on U.S. Army or Navy markings in order to comply with international law for that short time.



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WARD: That's not necessarily true. Assuming for a moment that we want to move a thousand tacticians to nearby California which is in a combat zone and they discharge the cargo and then come back on the regular run. I don't know how that would be governed. The objective is - we don't want to disfigure or mutilate aircraft until they are actually taken over and we know they will be operated by the War or Navy.

KIRCHNER: Since we are operators of Army cargo ships, we have a list of Army equipment which we put in our airplanes. This includes pyrotechnics which might be taken care of automatically as equipment rather than airplanes, I mean basic change of airplanes. I think it can very well be included as equipment.

HARTRANFT: That takes care of that.

WARD: You remove it when that particular mission is over?

KIRCHNER: That's right.

JONES: If you would like the information as to the way the pyrotechnics..... would be a one and one half inch Very pistol equipped with shells of different colors according to the code of the day and these would be fired by the pilots if they thought they were being attacked. The way in which the pistols are used in the Army, Navy and British ships is normally whenever it is possible they are near the pilot where he can reach them and the pistol goes in a clip and he can fire it any moment he likes, that is, on a mounting fixed to the roof. But in some cases where that is impossible we had to accept that a pistol could be carried loose and fired through a window.

WARD: I assume those are used and also the recognition lights used in approach to a home airdrome.

JONES: In England, in the combat air zones, they occasionally used radio and occasionally they used the downward recognition lights. That depends on the local orders and the conditions at the time.

KIRCHNER: We carry along also this electric signal light which is a pistol operated type of electric flashlight arrangement. That's in addition to the pistol.

HARTRANFT: I think that takes care of that; we have enough on the record to write a recommendation.

The other point however, has been suggested that all aircraft to be manufactured be equipped with recognition lights and also that all existing AAF airplanes be modified by being equipped with recognition lights. This would permit the immediate transfer of AAF aircraft to joint action by the British and would also provide our planes.

WARD: I think Comdr. Jones has answered that in that they have required that..

JONES: The application has been to aircraft liable to enter the combat zone.

WARD: But future manufactured aircraft?

JONES: We had to watch the position of training aircraft which are never likely to leave the country - for instance, Canada. We didn't bother to fit those up

WARD: I think the answer to that is, it has been acceptable to the British so why back up and modify those aircraft.

JONES: All aircraft that are liable to enter the combat zones, are in the process of modification.



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WHITNEY: My suggestion in connection with that paragraph is to change its wording a little bit to state that provisions be made for the installation of this rosin light because it is quite possible and probable that some other recognition signal will come along and prove it is better. Why tie the AAF down to a particular light that something better might come along. You could make a recommendation that provision be made on all future production for this particular type of light.

HARTRANFT: It says that it has been suggested that all aircraft be equipped with Rosin lights and also that all existing AAF airplanes be provided and so on.

WARD: I think that "all aircraft to be manufactured" is unnecessary. We don't need to put them on gliders or cubs. Do you use your same system on your blimp controls.

JONES: We have no blimp controls.

CORNISH: What do you do about your gliders?

JONES: I'm sorry I don't know.

CORNISH: Do your artillery operations involve the use of light aircraft?

JONES: You mean for Army operations or Antiaircraft practice.

CORNISH: I am talking about observation for artillery fire in the liason purposes. Do you use the light aircraft?

JONES: We use - we have a Lysander, as a danger aircraft; we don't use those very light ones in combat. They may do for practice but not for combat.

WARD: He meant by combat, artillery spotting. You don't use that?

JONES: We use a heavy type of aircraft in warfare but for practice work we use the lighter types.

CORNISH: Would you, Whitney, be agreeable to a similar statement within the Navy such as you recommended here?

WHITNEY: Well, frankly, I am not prepared to speak on that subject because I don't know what's been done.

CORNISH: I don't know either. But here it states that somebody is working on it.

JONES: I think I may be able to give you both an idea of what has been done. These are not my notes but standardization notes which I borrowed. I don't have the final recommendation by the Joint Army and Navy committee at all.

As a point of interest, I mention that the British do not put them on the single seater pursuit aircraft but the U.S. Army and Navy, are making the provision on the single seater because they think it is quite likely that it will be extended to that aircraft.

TAYLOR: That's what this recommendation asks authority for.

CORNISH: But all AAF planes include training and everything.

JONES: I think that the proper phrase is "likely to enter the combat area at night". Even if you have a training plane likely to enter a combat area, he ought to have a light on.

WARD: Do you believe that pyrotechnics would be adequate without putting the lights on?

JONES: That may be arranged locally quite easily.



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CORNISH: He could get a plane that is equipped.

JONES: Or keep out of the area altogether. Most of these puddle jumpers have no night training anyway.

HARTRANFT: I think that answers all the question brought up by this paper, Mr. Chairman, unless there are other questions which the witnesses would like to ask.



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INTERDEPARTMENTAL AIR
TRAFFIC CONTROL BOARD
WASHINGTON, D. C.

Meeting No. 130 August 6, 1942

Place: IATCB Room, Army Air Forces Annex No. 1, Washington, D. C.

Time: 1:00 p.m. to 5:00 p.m.

Members Present:

E. F. Ward, CAA, Presiding
C. B. Lober, Col., AC
J. B. Voit, Lt. Comdr., USN
Gus Leazar, CAB

Alternates Present:

C. F. Cornish, Maj., AC
W. F. Taylor, Ensign, USN

Secretary: J. B. Hartranft, Jr., Capt., AC

Witnesses Appearing:

H. De Pue, Superintendent of Airways, CAA, New York, New York
C. Schanche, Superintendent of Airways, CAA, Atlanta, Georgia
C. McCluer, Superintendent of Airways, CAA, Chicago, Illinois
A. C. Blomgren, Superintendent of Airways, CAA, Fort Worth, Texas
W. E. Kline, Superintendent of Airways, CAA, Kansas City, Missouri
H. A. Hook, Superintendent of Airways, CAA, Santa Monica, Calif.
C. C. Lange, Superintendent of Airways, CAA, Seattle, Washington
A. M. Kruse, Office of the Chief of Engineers
R. H. Drake, CPT-CAA

Subjects: 1. DANGER AREA - NAVAL RESERVE TRAINING - CHICAGO AREA

* * * *

1. DANGER AREA - NAVAL RESERVE TRAINING - CHICAGO AREA

Discussion:

The Secretary of the Board presented a letter dated July 28, 1942 from the Commanding Officer, Naval Reserve Aviation Base, Glenview, Illinois to the Vice Chief of Naval Operations, received through the Navy member, concerning Navy training in the Chicago Area and containing several proposals for the elimination of conflicts between military and civil aircraft flying in that area. The Secretary also presented a letter dated July 31, 1942 from the Superintendent of Safety Regulation, 3rd CAA Region, concerning the same subject and recommending various changes in the proposals submitted by the Commanding Officer. These two letters are quoted below.

Findings:

1. Letter of July 28, 1942 from the Commanding Officer, NRAB, Glenview, Illinois reads as follows:

"Subject: Restricted flying area, Establishment of

"1. At the present time this activity is conducting an extensive pilot training program which necessitates flights from dawn to dark at all altitudes up to approximately five thousand (5000) feet above sea level.



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At present there are about thirty (30) planes in the air from this Base at one time.

"2. The operations of aircraft are in the approximate area bounded on the east by the west shore of Lake Michigan; on the south by North Avenue of the City of Chicago, extended east to the lake and west to Fox River; bounded on the west by the Fox River; on the north by a line from the lake shore at Waukegan, Illinois through the town of Lake Zurich to the Fox River.

"3. Although the entire area mentioned in paragraph two (2) is seldom in full use at the present time, it will be necessary to far exceed these limits in the very near future. An excess of four hundred (400) trainers will be operating during daylight and approximately fifty (50) at night. These operations will be conducted from the main station field at Glenview and at least from twenty outlying fields (present approved fields are marked with inked squares on enclosures (a) and (b).

"In addition to the over-four hundred (400) trainers, there will be an Operational Training Group flying an expected one hundred (100) service type aircraft in all directions from Glenview at altitudes in excess of twenty thousand (20,000) feet at any and all times, both day and night. Further, Glenview will be a main station for extensive military transport and ferry service.

"4. It is not foreseen that the trainers will be doing any operating when weather conditions require instrument flying and approaches at nearby airports, but such weather will not restrict the operations of the transport and ferry services and will definitely be a part of the training of the Operational Training Group. This will necessitate the addition of a radio range adjacent to this field and preferably southwest, near the Des Plaines River.

"5. It should be noted that a Danger Area exists from the lake shore to about seven miles seaward between Winnetka and Waukegan. This is because of anti-aircraft practice, rifle and machine gun ranges and the general security of two military establishments; namely, Fort Sheridan at Highwood and the Naval Training Station at Great Lakes.

"6. The Operational Training Unit at this Base will conduct gunnery and bombing activities over Lake Michigan which would undoubtedly eliminate the possibility of moving any present civil airways eastward from the west shore of Lake Michigan.

"7. Within a radius of a few miles from this Base, there are several small privately owned airports doing civilian and C.P.T.P. flying. Their operations are almost exclusively carried out under 'contact' weather conditions. It is therefore felt that if these operators would keep all their flying below two thousand (2000) feet and conform to our traffic patterns, they would be a minimum hazard to our planes and our flying not unduly hazardous to their flights. If private flying in this area cannot be fitted in with our operations, it may be necessary to ask for discontinuance of their flying in this vicinity.

"8. To prevent needless sacrifice of lives, to take precautions against damage and loss of aircraft, including our own, and to add to the security of this rapidly expanding Naval Aviation Center, it is urgently requested that the following steps be immediately instituted:

"(a) That the SE leg of the Rockford range be re-orientated to lie across the City of Aurora, as shown in pencil on enclosure (B).

"(b) Amber Airway No. 5 be discontinued south of the Wisconsin-Illinois state line and be placed along the NE leg of the Rockford range to intersect Red Airway No. 14.



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"(c) Red Airway No. 14 from Rockford to Chicago via the Grove Intersection on the NW leg of the Chicago range be discontinued and to be designated to follow the requested re-orientation of the SE leg of the Rockford range (per sub-paragraph (2) above) to intersect Green Airway No. 3. Further, this new routing of Red Airway No. 14 will have to be made narrower than the ordinary widths to stay out of the confines of the requested restricted area as given in sub-paragraph (d) below.

"(d) A restricted area be established with the east boundary along the west shore of Lake Michigan between the 42° 30' N. parallel and Howard Street (Chicago) extended to the Lake Michigan Shore. (Howard Street is the separation of Chicago and Evanston in the Lake Front area). The south boundary from the Lake Michigan shore and Howard Street to the center of the city of Batavia; the west extremity from the center of the city of Batavia to extend north-north westerly in a great circle path to the 42° 30' N parallel at 88° 50' W longitude, and then the north limitations to be from this point eastward along the 42° 30' N parallel to the west shore of Lake Michigan.

"(e) Obtain and install a radio range by the Civil Aeronautics Administration of medium power (100-150) watts with voice facilities at the NRAB, Glenview main station field, and have the Civil Aeronautics Administration immediately erect and maintain this facility until such time as we have a competent trained staff for maintenance and repair work.

"(f) Assign a control tower transmitting frequency for this station's use.

"9. The location of this activity near a metropolitan area necessitates further expansion of flying and outlying fields only to the northwest of the main station. It, therefore, does not seem out of order by the Commanding Officer to ask for the extensive area as requested in paragraph 8 (d).

"10. Comparing our present activities to Civil Air Regulations will show that our operations violate numerous requirements and rules. Most of these infractions are against rules for safety involving conflict with other aircraft in flight. These infractions are necessitated by the urgency of training military pilots. To carry out this program, time did not permit to obtain the sanction of the Interdepartmental Air Traffic Control Board as directed in reference (a).

"11. The urgency and priority of immediate action on this request is impossible to over-emphasize. In lieu of such action, this Commanding Officer does not feel justified to continue with either the present flying conducted at this base nor the daily increasing flight operations."

2. Letter of July 31, 1942 from the Superintendent of Safety Regulation, 3rd CAA Region, reads as follows:

"Subject: Naval Reserve Training - Chicago Area

"After consulting with the chiefs of the various branches in this Office, it was recommended that your attention be called to the information contained in the Commanding Officer's letter of July 28, particularly to paragraph 8 relative to the reorientation of certain radio facilities in this area, the redesignation of Amber Airway No. 5 and Red Airway No. 14, and the request in sub-paragraph (d) for a restricted area to be established.

"It is not entirely clear from the letter whether sub-paragraph (d) refers to 'a restricted area' or 'danger area'.

"If the area requested is designated as a restricted area, it would eliminate the flight of any aircraft within the entire area other than those specifically permitted. If the area requested is a danger area, similar to the many other danger areas presently established on Civil Airways, it would be



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possible to operate flights through the area, following a definite flight procedure. It is believed the request for a danger area is intended, rather than a restricted area, and the following recommendations are made on that basis:

"(1) It is recommended that the southeast leg of the Rockford Range be reorientated with the center line over the City of Aurora; that Red Airway No. 14 be changed to coincide with this realignment; that the airway in the vicinity of Aurora be narrowed to 5 miles on either side of the center line of the newly located southeast leg of the Rockford Radio Range.

"(2) It is recommended that Amber Airway No. 5 be retained and that in order to control flights between Milwaukee and Chicago the present range approach channel on the northwest leg of the Chicago Radio Range be extended to a distance of 48 miles from the range station.

"It is recommended that the danger area requested be approved except for that area within the range approach channel. Flights between Milwaukee and Chicago would then be controlled within the range approach channel from the Chicago Range Station to the vicinity of Fox Lake, Illinois.

"In our opinion the elimination of the Chicago-Milwaukee Airway would limit the usability of Chicago as an airport for commercial and army operations to approximately 50%. The proposed range approach channel would allow the use of the Mt. Prospect marker and Wilson intersection holding points for aircraft approaching the Chicago Range Section. The Chicago-Milwaukee Airway is considered highly important in the movement of army training and cargo aircraft, as well as the commercial transportation of Army and Navy personnel, priorities supplies and mail between these points and between Chicago and a northwest and Alaskan transcontinental route.

"Your attention is also invited to paragraph seven of this same letter in which reference is made to the several small privately owned airports operating within this section and the restriction of flying to a limited altitude of 2000 feet. We presume they mean 2000 feet above the ground.

"In this connection it is true privately owned airports are operating within a few miles of subject naval base. However, there are also several airports doing better than an average business, especially Sky Harbor Airport which is located near Northbrook, Illinois, where C.A.A. programs have been handled in a very satisfactory manner for sometime. As a matter of fact, the flying in this locality is of sufficient importance to warrant the establishment of a General Inspection base on this field to take care of flight tests in this area. However, in view of the accelerated naval program, we concur that all flying within the proposed danger area be kept under 2000 feet above the ground except in area surrounding Sky Harbor Airport where flying and flight tests, including spins, can be given up to an altitude of 3500 feet above the ground. Such boundaries are shown on the enclosed map of the Chicago area and are as follows:

"From the south side of Sky Harbor Airport east on Dundee Road to Skokie Highway; then northwest on Skokie Highway to Deerfield Road, then west on Deerfield Road to Milwaukee Avenue, then southeast on Milwaukee Avenue to Dundee Road, then again east on Dundee Road back to Sky Harbor Airport.

"If recommendations as outlined above meet with your approval, we would appreciate your immediate attention to this matter."



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Meeting No. 130 August 6, 1942

3. At a meeting in Chicago, the Commanding Officer, NRAB, Glenview, Illinois, and the War Department and Navy Department members of the IATCB tentatively agreed:

a. That flight of through aircraft under contact flight conditions between Chicago and Milwaukee operate generally along the inland side of the shore line of Lake Michigan, particularly avoiding the vicinity of the NRAB at Glenview, Illinois.

b. That the southeast leg of the Rockford, Illinois, Radio Range be aligned on Fox Valley Airport at Aurora, Illinois.

c. That contact flights between Rockford and Chicago remain southwest of the line of light beacons between those two points.

d. That a local flying area described as follows be designated for the joint use of Navy operations from the NRAB, Glenview and local CPT operations:

Bounded by a line beginning at the town of Bensenville; thence due North to Latitude 42° 02'; thence due East to the C & NW Railroad, at a point 3 miles East of Norton Grove; thence generally northerly along the C & NW Railroad to Latitude 42° 30'; thence due West to a point at Longitude 88° 50'; thence due South to the town of Belvidere; thence Southeasterly along a row of light beacons between the towns of Belvidere and Bartlett; thence generally Easterly along the C M SP & P Railroad to the town of Bensenville, the point of origin.

e. That contact flight operations between Milwaukee and Chicago operate between the above designated flying area and the shore of Lake Michigan.

f. That in instrument flight conditions, flights between Milwaukee and Chicago make normal use of Amber Airway No. 5.

RECOMMENDATIONS:

1. That a Danger Area described as follows be designated for joint use of the Navy and CPTP Training Operations, and such private flying activities as are now located therein; such operations to be coordinated locally:

Bounded by a line beginning at the town of Bensenville; thence due North to Latitude 42° 02'; thence due East to the C & NW Railroad, at a point 3 miles East of Norton Grove; thence generally Northerly along the C & NW Railroad to Latitude 42° 30'; thence due West to a point at Longitude 88° 50'; thence due South to the town of Belvidere; thence Southeasterly along a row of light beacons between the towns of Belvidere and Bartlett; thence generally easterly along the C M SP & P Railroad to the town of Bensenville, the point of origin.

2. That the 3rd CAA Regional Manager obtain and install a MRL Radio Range at the Naval Reserve Aviation Base, Glenview, Illinois.

3. That the CAA reorient the Southeast leg of the Rockford Radio Range to lie on Fox Valley Airport at Aurora, Illinois.

4. That, if the southeast leg of the Rockford Radio Range is reorientated on Aurora, Red Airway No. 14 be redesignated accordingly.

5. That contact flights between Rockford and Chicago be conducted southwest of the line of light beacons between those points.



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Meeting No. 130 August 6, 1942

6. That contact flights between Milwaukee and Chicago be conducted between the danger area described in 1 above and the west shore of Lake Michigan.

7. That under instrument flight conditions normal use of Amber Airway No. 5 be permitted.

* * * *

J. B. Hartranft, Jr.
Capt., AC
Secretary 8/11/42

E. F. Ward
CAA Representative

C. B. Lober
Col., AC
War Department Representative

J. B. Voit
Lt. Comdr., USN
Navy Department Representative

Gus Leazar
CAB Representative

The above recommendations are within the policies established by the WAR AVIATION COMMITTEE and are approved.

DONALD H. CONNOLLY
Brigadier General, U. S. Army
Military Director of Civil Aviation
8/12/42

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INTERDEPARTMENTAL
AIR TRAFFIC CONTROL BOARD
Washington, D. C.

August 7, 1942

Meeting No. 131.

Time: 1:00 P.M. to 5:00 P.M.

Place: IATCB Room, Army Air Forces Annex #1, WASHINGTON, D. C.

Members Present:

Earl F. Ward, CAA, Presiding
J. B. Voit, Lt. Comdr., USN
Gus Leazar, CAB
C. B. Lober, Colonel, AC

Secretary:

J. B. Hartranft, Jr., Capt., AC
R. P. Hollingsworth, Capt., AC, Acting

Witnesses Appearing:

R. L. Griffith, CAA
J. P. Yarrow, CAA

SUBJECTS:

1. AIRPORTS:

A. MACO, TEXAS - AUXILIARY FIELDS.
B. MOLINE, ILLINOIS - FOR USE BY TACTICAL GROUP.
C. BALTIMORE, MARYLAND - OTU PURSUIT.
D. DOVER, DELAWARE - OTU PURSUIT.
E. ROCKY MOUNT, NORTH CAROLINA - CIVIL AIR PATROL.
F. DOVESVILLE, SOUTH CAROLINA - OTU MEDIUM BOMBARDMENT.
G. PERRY, OKLAHOMA - AUXILIARY FIELD, LIGHT BOMBARDMENT OTU.
H. WALNUT RIDGE, ARKANSAS - FIVE AUXILIARY FIELDS.
I. MALDEN, MISSOURI - FIVE AUXILIARY FIELDS
J. CHICO, CALIFORNIA - THREE AUXILIARY FIELDS.
K. BYRON, GEORGIA - AUXILIARY FIELD TO MACON, GEORGIA.
L. OTU SITES - FIRST AIR FORCE.

(1) BOSTON, MASSACHUSETTS - MUNICIPAL.
(2) GROTON, CONNECTICUT - TRUMBULL AIRPORT.
(3) PHILADELPHIA, PENNSYLVANIA - MUNICIPAL.
(4) BRIDGEPORT, CONNECTICUT - MUNICIPAL.
(5) FARMINGDALE, NEW YORK - REPUBLIC AIRPORT.
(6) PROVIDENCE, RHODE ISLAND - HILLSGROVE AIRPORT.
(7) NEWARK, NEW JERSEY - MUNICIPAL.
(8) BEDFORD, MASSACHUSETTS.
(9) HARTFORD, CONNECTICUT - RENTCHLER FIELD.
(10) NEW HAVEN, CONNECTICUT - MUNICIPAL.
(11) MILLVILLE, NEW JERSEY - MILLVILLE AIRPORT.
(12) NORFOLK, VIRGINIA - MUNICIPAL.
(13) SUFFOLK, NEW YORK - SUFFOLK COUNTY AIRPORT.
(14) NEW YORK - LA GUARDIA FIELD.
(15) WASHINGTON, D. C. - BOLLING FIELD.
(16) RICHMOND, VIRGINIA - AIR BASE.
(17) BENDIX, NEW JERSEY - MUNICIPAL.
(18) BELTSVILLE, MARYLAND.

2. DANGER AREAS:

A. LARAMIE, WYOMING - MOUNTAIN DIVISION CAMP.
B. WILCOX DRY LAKE, ARIZONA - PROPOSED ARMY BOMBING RANGE.



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* * * * *

1. AIRPORTS:

A. WACO, TEXAS - AUXILIARY FIELDS.

Discussion:

The Secretary of the Board presented a request from the Director of Base Services for approval of an auxiliary field for use by the Advanced Twin Engine Training School, WACO #2, CHINA SPRINGS, TEXAS.

Findings:

1. The proposed site is located at Latitude 31° 29', Longitude 97° 18'.

2. This site is located within Amber Airway No. 4 and Blue Airway No. 5.

3. WACO #1 and WACO #2 have been carried as Basic and Advanced Twin Engine Training Schools respectively, but the sites have not been presented to the IATCB for approval.

4. WACO #1 is located at Latitude 31° 38', Longitude 97° 05', just East of Waco Field, within Blue Airway No. 5, and on the Eastern edge of Amber Airway No. 4.

5. WACO #2, CHINA SPRINGS, is located at Latitude 31° 37', Longitude 97° 13', within Amber Airway No. 4 and Blue Airway No. 5.

RECOMMENDATIONS:

1. That the field located at Latitude 31° 38', Longitude 97° 05' be approved for Army use as a Basic Flying School.

2. That the field located at Latitude 31° 37', Longitude 97° 13' be approved for Army use as an Advanced Twin Engine School.

3. That the field located at Latitude 31° 29', Longitude 97° 18', due West of SOUTH BOSQUE, be approved as an auxiliary field for Army use.

4. That operations from the above described sites be conducted in accordance with Civil Air Regulations, Part 60 (Air Traffic Rules).

5. That the CAA Regional Manager, 4th Region, investigate the necessity for the installation of a standard radio range approach channel on the Northeast leg of the WACO, TEXAS Radio Range.

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B. MOLINE, ILLINOIS - FOR USE BY TACTICAL GROUP.

Discussion:

The Secretary of the Board presented a request from the Director of Base Services for approval of the use of the Moline Municipal Airport, MOLINE, ILLINOIS by an Army Air Forces group of a tactical nature, the exact size of which has not yet been determined but will probably consist of a composite group of 4 squadrons with 1st and 2d echelon maintenance.

Findings:

1. The Moline Municipal Airport, MOLINE, ILLINOIS is located at Latitude 41° 25', Longitude 90° 31', on the South edge of Green Airway No. 3.



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2. MOLINE, ILLINOIS is located in the Northeastern portion of the area assigned to the Navy, known at OTTUMA.

RECOMMENDATION:

1. That Moline Municipal Airport, MOLINE, ILLINOIS, located at Latitude 41° 25', Longitude 90° 31' be approved for use by an Army Air Forces group of a tactical nature, subject to coordination with existing activities.

2. That operations from this airport be conducted in accordance with Civil Air Regulations, Part 60 (Air Traffic Rules).

---

C. BALTIMORE, MARYLAND - OTU PURSUIT, FIRST AIR FORCE.

Discussion:

The War Department member presented a request for approval of the use of the Baltimore Municipal Airport, BALTIMORE, MARYLAND for units of the First Air Force.

Findings:

1. The Municipal Airport, BALTIMORE, MARYLAND is located at Latitude 39° 15', Longitude 76° 31'.

2. Army Air Force units of the First Air Force are now stationed at the Baltimore Municipal Airport; confirmation of that use is now requested.

RECOMMENDATIONS:

That the Baltimore Municipal Airport, BALTIMORE, MARYLAND, located at Latitude 39° 15', Longitude 76° 31' be approved for use by units of the First Air Force.

---

D. DOVER, DELAWARE - OTU PURSUIT, FIRST AIR FORCE.

Discussion:

The War Department member presented a request for approval of the use of the Dover Airport, DOVER, DELAWARE for units of the First Air Force.

Findings:

The Dover Municipal Airport, DOVER, DELAWARE is located at Latitude 39° 09', Longitude 75° 31'.

RECOMMENDATIONS:

That the Dover Municipal Airport, DOVER, DELAWARE, located at Latitude 39° 09', Longitude 75° 31', be approved for use by units of the First Air Force.

---

E. ROCKY MOUNT, NORTH CAROLINA - CIVIL AIR PATROL.

Discussion:

The Secretary of the Board presented a request from the Director of Base Services for approval of the use of the Rocky Mount Municipal Airport, ROCKY MOUNT, NORTH CAROLINA by units of the First Air Force.



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Findings:

1. The Rocky Mount Municipal Airport, ROCKY MOUNT, NORTH CAROLINA is located at Latitude 35° 57', Longitude 77° 47'.

2. This airport has been recently leased by the Army.

3. There are 25 airplanes and 50 members of the Civil Air Patrol using this field.

4. Information received from the Chief of Staff, First Air Force, indicates that there is no objection to the continued use of the Rocky Mount Municipal Airport by Civil Air Patrol activities.

RECOMMENDATIONS:

That the Rocky Mount Municipal Airport, ROCKY MOUNT, NORTH CAROLINA, located at Latitude 35° 57', Longitude 77° 47', be approved for use by the First Air Force subject to coordination with existing Civil Air Patrol activities.

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F. DOVESVILLE, SOUTH CAROLINA - OTU MEDIUM BOMBARDMENT.

Discussion:

The Secretary of the Board presented a request from the Director of Base Services for approval of a site in the vicinity of DOVESVILLE, SOUTH CAROLINA which is required for development under the new Third Air Force Training Program as a medium bombardment OTU auxiliary field.

Findings:

1. The proposed site is located at Latitude 34° 28', Longitude 79° 53', approximately 2 miles North of DOVESVILLE, SOUTH CAROLINA and 9 miles North of DARLINGTON, SOUTH CAROLINA.

2. This site is not located on any civil airway.

RECOMMENDATIONS:

That a site located 2 miles North of DOVESVILLE, SOUTH CAROLINA at Latitude 34° 28', Longitude 79° 53' be approved as a medium bombardment OTU auxiliary field for use by the Third Air Force.

---

G. PERRY, OKLAHOMA - AUXILIARY FIELD, LIGHT BOMBARDMENT OTU.

Discussion:

The Secretary of the Board presented a request from the Director of Base Services for approval of a site at PERRY, NOBLE COUNTY, OKLAHOMA for use as an auxiliary field for unit training of light bombardment, OTU.

Findings:

1. The proposed site is located 6 miles North of the city of PERRY, OKLAHOMA at Latitude 36° 22', Longitude 97° 16'.

2. This site is located within Blue Airway No. 5.

RECOMMENDATIONS:

1. That a site located 6 miles North of the city of PERRY, OKLAHOMA at



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Latitude 36° 22', Longitude 97° 10' be approved for use as an auxiliary field for unit training of light bombardment, OTU.

2. That operations from this field be conducted in accordance with Civil Air Regulations, Part 60 (Air Traffic Rules).

3. That no bombing or aerial gunnery range be established within Blue Airway No. 5.

H. WALNUT RIDGE, ARKANSAS - FIVE AUXILIARY FIELDS.

Discussion:

The Secretary of the Board presented a request from the Director of Base Services for approval of 5 auxiliary fields for the Basic Flying School at WALNUT RIDGE, ARKANSAS.

Findings:

1. The proposed five auxiliary fields are described as follows:

#1. 1½ miles Southeast of POCAHONTAS.
#2. 1½ miles East of BIGGERS.
#3. 2 miles West of WALCOTT.
#4. 3 miles North of BONO.
#5. 1 mile North of BEACH GROVE.

2. These sites are not located on any civil airway.

RECOMMENDATIONS:

That the five sites, described below, be approved as auxiliary fields for the Basic Flying School, WALNUT RIDGE, ARKANSAS:

#1. 1½ miles Southeast of POCAHONTAS.
#2. 1½ miles East of BIGGERS.
#3. 2 miles West of WALCOTT.
#4. 3 miles North of BONO.
#5. 1 mile North of BEACH GROVE.

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I. MALDEN, MISSOURI - FIVE AUXILIARY FIELDS.

Discussion:

The Secretary of the Board presented a request from the Director of Base Services for approval of 5 auxiliary fields for the Flying School at MALDEN, MISSOURI.

Findings:

The proposed five auxiliary fields are described as follows:

#1. 14 miles Northeast of MALDEN, MISSOURI, on Amber Airway No. 5.
#2. 11 miles Northeast of MALDEN, MISSOURI, on Amber Airway No. 5.
#3. 9 miles Southeast of MALDEN, MISSOURI, on Amber Airway No. 5.
#4. 13 miles Southeast of MALDEN, MISSOURI, on Amber Airway No. 5.
#5. 8 miles Southwest of MALDEN, MISSOURI, on Amber Airway No. 5.



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RECOMMENDATIONS:

1. That the following described sites be approved as auxiliary fields for the Flying School at MALDEN, MISSOURI:

#1. 14 miles Northeast of MALDEN, MISSOURI.
#3. 9 miles Southeast of MALDEN, MISSOURI.
#5. 8 miles Southwest of MALDEN, MISSOURI.

2. That Site #2, located 11 miles Northeast of MALDEN, MISSOURI, be approved as an auxiliary field for the Flying School at MALDEN, MISSOURI provided the site is not closer than 6 miles center to center from Site #1 described as 14 miles Northeast of MALDEN, MISSOURI.

3. That Site #4, located 13 miles Southeast of MALDEN, MISSOURI, be approved as an auxiliary field for the Flying School at MALDEN, MISSOURI provided the site is located not closer than 6 miles center to center from Site #3, described as 9 miles Southeast of MALDEN, MISSOURI.

4. That operations from the five auxiliary fields be conducted in accordance with Civil Air Regulations, Part 60 (Air Traffic Rules).

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J. CHICO, CALIFORNIA - THREE AUXILIARY FIELDS.

Discussion:

The Secretary of the Board presented a request from the Director of Base Services for approval of four sites as auxiliary fields for use of the CHICO Basic Flying School, CHICO, CALIFORNIA.

Findings:

1. One of the proposed sites, A-4, was previously approved by the IATCB at Meeting No. 117.

2. Sites A-1, A-2, and A-3 are described as follows:

Site A-1 Latitude 39° 43', Longitude 122° 10', within Amber Airway No. 1.
Site A-2 Latitude 39° 48', Longitude 122° 05', within Amber Airway No. 1.
Site A-3 Latitude 39° 58', Longitude 122° 00'.

RECOMMENDATIONS:

1. That the following described sites be approved as auxiliary fields for use by the Chico Basic Flying School, CHICO, CALIFORNIA:

Site A-1 Latitude 39° 43', Longitude 122° 10'.
Site A-2 Latitude 39° 48', Longitude 122° 05'.
Site A-3 Latitude 39° 58', Longitude 122° 00'.

2. That operations from Sites A-1 and A-2 be conducted in accordance with Civil Air Regulations, Part 60 (Air Traffic Rules).

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K. BYRON, GEORGIA - AUXILIARY FIELD TO MACON, GEORGIA.

Discussion:

The Secretary of the Board presented a request from the Commanding Officer,



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Army Air Forces Basic Flying Field, Cochran Field, MACON, GEORGIA, submitted through the Director of Base Services, for approval of Byron Field as an auxiliary field for MACON, GEORGIA.

Findings:

1. The proposed site is located 3 miles West of BYRON CITY, GEORGIA, in the Eastern section of PEACH COUNTY and Western section of CRAWFORD COUNTY at Latitude 32° 39', Longitude 83° 48', 13 miles Southwest of MACON, GEORGIA, and 7 miles Southwest parallel of Amber Airway No. 8.

2. MACON, GEORGIA has never been formally approved by the IATCB as an Army Basic Flying School.

RECOMMENDATIONS:

1. That Cochran Field, MACON, GEORGIA be approved as an Army Basic Flying School.

2. That BYRON FIELD, located 13 miles Southwest of MACON, GEORGIA at Latitude 32° 39', Longitude 83° 48', be approved as an auxiliary field for MACON, GEORGIA.

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L. OTU SITES - FIRST AIR FORCE.

Discussion:

The Secretary of the Board resubmitted the request from the Director of Base Services for approval of the following OTU sites previously deferred at Meeting No. 88, dated May 26, 1942, pending receipt of information tabulated in Finding No. 2 of that meeting:

BOSTON, MASSACHUSETTS
PROVIDENCE, RHODE ISLAND
GROTON, CONNECTICUT
BRIDGEPORT, CONNECTICUT
FARMINGDALE, LONG ISLAND
NEWARK, NEW JERSEY
BENDIX, NEW JERSEY
PHILADELPHIA, PENNSYLVANIA
BELTSVILLE, MARYLAND
DOVER, DELAWARE
NORFOLK, VIRGINIA

Findings:

1. The information requested in Finding No. 2 of Meeting No. 88, May 26, 1942, is as follows, including additional sites requested for OTU:

| Airdrome | Number of aircraft | Type of operations | Exclusive use | If not exclusive, other activities acceptable | Radio controlled |
|---|---|---|---|---|---|
| BOSTON, MASSACHUSETTS: Municipal Airport | 25 | Day & night: training & operational | No | Scheduled Airline operations | Yes |
| GROTON, CONN. - Trumbull Airport | 50 | " | Yes | | Yes |
| PHILADELPHIA, PA. - Municipal Airport | 50 | " | No | " and Navy test opr. | Yes |



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| Airdrome | Number of aircraft | Type of operations | Exclusive use | If not exclusive, other activities acceptable | Radio controlled |
|---|---|---|---|---|---|
| BRIDGEPORT, CONN. - Municipal | 50 | Day & night: training & operational | No | Scheduled Airline operations. Factory test flights | Yes |
| FARMINGDALE, N. Y. - Republic Airport | 50 | " | No | Republic Factory operations. | Yes |
| PROVIDENCE, RHODE ISLAND - HILLSGROVE | 50 | " | No | Scheduled Airline operations. | Yes |
| NEWARK, N. J. - Municipal | 50 | " | No | Lend Lease. | Yes |
| BEDFORD, MASS. | 50 | " | Yes | | Yes |
| NEW BEDFORD, MASS. | 25 | " | Yes | | Yes |
| HARTFORD, CONN. - Rentchler Field | 25 | " | No | Factory Test. | Yes |
| NEW HAVEN, CONN. - Municipal. | 25 | " | Yes | | Yes |
| MILLVILLE, N. J. | 25 | " and ground gunnery. | Yes | | Yes |
| BALTIMORE, MD. - Municipal. | 25 | Day & night: training & operational | No | Scheduled Airline operations. | Yes |
| NORFOLK, VIRGINIA - Municipal. | 50 | " | No | " | Yes |
| SUFFOLK, NEW YORK - County Airport. | 25 | " | Yes | | Yes |
| NEW YORK, N. Y. - La Guardia Field | 25 | " | No | " and lend lease. | Yes |
| WASHINGTON, D. C. - Bolling Field. | 50 | " | No | | Yes |
| RICHMOND, VIRGINIA - Army Base. | 25 | " | No | | Yes |

2. The information requested on the following sites was not furnished:

DOVER, DELAWARE
BENDIX, NEW JERSEY
BELTSVILLE, MARYLAND

3. The following paragraph is an extract from a letter dated July 28, 1942 received from the Director of Federal Airways, CAA:

"We wish to go on record as objecting to such a degree of flight activity at this airport (BELTSVILLE) as will result in the relocation of existing Federal Airways."

4. The following sites were previously approved by the IATCB for use by the First Air Force:



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| | |
|---|---|
| NEW BEDFORD, MASSACHUSETTS | Meeting No. 125 |
| HARTFORD, CONNECTICUT | Meeting No. 117 |
| MILLVILLE, NEW JERSEY | Meeting No. 125 |
| LA GUARDIA FIELD, N. Y. | Meeting No. 96 |
| NEW HAVEN, CONNECTICUT | Meeting No. 117 |
| DOVER, DELAWARE | Preceding subject 1 D |
| BALTIMORE, MARYLAND | Preceding subject 1 C |

5. The IATCB is not disposed to recommend approval of sites for exclusive use having in mind that such phraseology might be construed as acting to bar any future consideration of proposals that changed conditions might make necessary. In considering controversial issues, prior approval will be given appropriate weight in arriving at a decision.

6. The following sites are deferred to the War Department member of the IATCB for further investigation:

PHILADELPHIA, PENNA. - Municipal Airport.
NORFOLK, VIRGINIA - Municipal Airport.

RECOMMENDATIONS:

| AIRDROME | FINDINGS | RECOMMENDATIONS |
|---|---|---|
| BOSTON, MASS. - Municipal Airport. | Located within Green Airway No. 2. | 1. Approved.<br>2. That operations from this field be conducted in accordance with CAR, Part 60 (Air Traffic Rules). |
| GROTON, CONN. - Trumbull Airport. | | Approved. |
| BRIDGEPORT, CONN. - Municipal Airport. | | Approved. |
| FARMINGDALE, N. Y. - Republic Airport. | | Approved subject to coordination with Republic factory operations. |
| PROVIDENCE, R. I. - Hillsgrove. | 1. Located within Red Airway No. 13.<br>2. Previously approved for Support Base. | 1. Approved subject to coordination with existing operations.<br>2. That operations from this field be conducted in accordance with CAR, Part 60 (Air Traffic Rules). |
| NEWARK, NEW JERSEY - Municipal | Previously approved for Support Base. | Approved subject to coordination with existing operations. |
| BEDFORD, MASS. | 1. Within Blue Airway No. 4.<br>2. Approved at Meeting No. 105 for Ground Air Support Base. | 1. Approved subject to coordination with existing operations.<br>2. That operations from this field be conducted in accordance with CAR, Part 60 (Air Traffic Rules). |
| SUFFOLK, N.Y. | | Approved. |
| WASHINGTON, D. C. - Bolling Field. | Located within Amber Airway No. 7. | 1. Approved.<br>2. That operations from this field be conducted in accordance with CAR, Part 60 (Air Traffic Rules). |
| BENDIX, NEW JERSEY | | Approved. |



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| AIRDROME | FINDINGS | RECOMMENDATIONS |
|---|---|---|
| RICHMOND, VA. - Air Base. | Located within Amber Airway No. 7 and Green Airway No. 6. | 1. Approved.<br>2. That operations from this field be conducted in accordance with CAR, Part 60(Air Traffic Rules). |
| BELTSVILLE, MD. | 1. Located within Amber Airway No. 7.<br>2. Approved at Meeting No. 82 for Ground Air Support Base. | 1. Approved.<br>2. That action recommended in Meeting No. 52, dated February 26, 1942 be complied with.<br>3. That operations from this field be conducted in accordance with CAR, Part 60(Air Traffic Rules). |

* * * * * * * *

2. DANGER AREAS:

A. LARAMIE, WYOMING - MOUNTAIN DIVISION CAMP.

Discussion:

The Secretary of the Board presented a request from the Corps of Engineers, for approval of a Mountain Division Camp Site at LARAMIE, WYOMING.

Findings:

1. The proposed site is described as follows:

Beginning at a point at Latitude 41° 24', Longitude 106° 23' Northwest of MEDICINE BOW PEAK, thence due South of said Longitude to the highway between ALBANY and encampment, thence Easterly along said Highway to the town of Albany, thence along the ALBANY-FILMORE highway East and North to the road fork North of the town of BUCKEYE at Longitude 106°05', thence due West on said Latitude to point of origin.

2. This site is approximately 8 miles West of the intersection of Green Airway No. 3 and Red Airway No. 6.

RECOMMENDATIONS:

1. That the following described site at LARAMIE, WYOMING be approved for a Mountain Division Camp:

Beginning at a point at Latitude 41° 24', Longitude 106° 23' Northwest of MEDICINE BOW PEAK, thence due South of said Longitude to the Highway between ALBANY and encampment, thence Easterly along said highway to the town of ALBANY, thence along the ALBANY-FILMORE highway East and North to the road fork North of the town of BUCKEYE at Longitude 106° 05', thence due West on said Latitude to point of origin.

2. That the above described site be designated a Danger Area, published in "Notice to Airmen" and plotted on Aeronautical Charts.

B. WILCOX DRY LAKE, ARIZONA - PROPOSED ARMY BOMBING RANGE.

Discussion:

The War Department member presented additional information in resubmitting the request from the Commanding General, 2d Air Force for approval of the use of the DRY LAKE, South of WILCOX, ARIZONA, as a bombing and gunnery range.



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Findings:

1. At a conference between the Commanding General, 2d Air Force, and the War Department and Navy Department members of the IATCB, it was agreed that no targets would be located on the WILCOX DRY LAKE South of an East-West line through the town of COCHISE, ARIZONA.

2. It was further agreed upon that no approaches on bombing runs would be made from the South and that approaches would be made from East, West, and North directions only.

3. The Navy objection was to any closing of the contact route generally through LORDSBURG, NEW MEXICO along the Southern Pacific Railroad that passes through WILCOX DRY LAKE; the recommendation which follows prohibits operations on WILCOX DRY LAKE bombing range when instrument flight conditions prevail along Green Airway No. 5, which is the time when contact flight via LORDSBURG would mostly be used.

4. The previous objection to the use of the WILCOX DRY LAKE Bombing Range was based upon the idea that Green Airway No. 5 would be rerouted from TUCSON, ARIZONA to RODEO, NEW MEXICO via DOUGLAS, ARIZONA.

RECOMMENDATIONS:

1. That the area described below be designated a Danger Area, published in "Notice to Airmen" and plotted on Aeronautical Charts:

Bounded on the North by 32° 16' North Latitude, on the West by 110° West, on the South by a line parallel to and 2 miles North of the center line of the oncourse signal of the COCHISE Radio Range, and on the East by Longitude 109° 38' West.

2. That bombing runs on the WILCOX DRY LAKE Bombing Range be made from the East, West and North directions only.

3. That no bombing operations be conducted on this range when instrument flight conditions prevail on Green Airway No. 5 between the TUCSON, ARIZONA and RODEO, NEW MEXICO Radio Range Stations.

4. That no targets be located on the WILCOX DRY LAKE range South of an East-West line through the town of COCHISE.

5. That the Cochise Airport be designated a control airport.

6. That a standard range approach channel be applied to the East and West legs of the COCHISE Radio Range.

* * * * *

J. B. HARTRANFT, JR.,
Capt., AC
Secretary. 8-7-42.

EARL F. WARD,
CAA Representative.

GUS LEAZAR,
CAB Representative.

C. B. LOBER,
Colonel, AC,
War Department Representative.

J. B. VOIT
Lt. Comdr., USN,
Navy Representative.

The above recommendations are within the policies established by the WAR AVIATION COMMITTEE and are approved.

DONALD H. CONNOLLY,
Brig. General, U.S.Army,
Military Director of Civil Aviation
8/13/42



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INTERDEPARTMENTAL
AIR TRAFFIC CONTROL BOARD
WASHINGTON, D. C.

Meeting No. 132 August 10, 1942

Place: IATCB Room, Army Air Forces Annex No. 1, Washington, D. C.

Time: 1:00 p. m. to 5:00 p. m.

Members Present:

C. B. Lober, Col., AC, Presiding
J. B. Voit, Lt. Comdr., USN
Gus Leazar, CAB

Alternates Present:

J. L. Huber, CAA

Secretary: J. B. Hartranft, Jr., Capt., AC

Witnesses Appearing:

R. L. Griffith, CAA
E. W. Piltz, CAA
J. R. Yarrow, CAA
R. H. Drake, CPT-CAA
W. J. Mackenzie, CAA

SUBJECTS: 1. AIRPORTS

A. NAVY

1. TACTICAL BASES
   a. NORTH BEND, OREGON
   b. BEAUFORT, SOUTH CAROLINA

2. AUXILIARY FIELDS
   a. ASTORIA, OREGON - CLATSOP AIRPORT

3. OUTLYING FIELDS

FOR ANACOSTIA, D. C., NRAB
   a. ALEXANDRIA, VIRGINIA - BEACON AIRPORT

FOR MEMPHIS, TENNESSEE, NRAB
   a. FIELD 34105
   b. FIELD 04505
   c. FIELD 06515
   d. FIELD 03813
   e. FIELD 08512
   f. FIELD 15305
   g. FIELD 21706
   h. FIELD 30909
   i. FIELD 28307

B. ARMY

1. AUXILIARY FIELDS
   a. CORDELE, GEORGIA - DIVE BOMBARDMENT
   b. VIDALIA, GEORGIA - DIVE BOMBARDMENT
   c. SYLVANIA, GEORGIA - DIVE BOMBARDMENT
   d. CUSHING, OKLAHOMA - LIGHT BOMBARDMENT
   e. DYERSBURG, TENNESSEE - FIELDS 1, 4 & 5 - FOREIGN SERVICE COMMAND



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2. SATELLITE FIELDS
   a. WALKER, KANSAS - HEAVY BOMBARDMENT
   b. HARVARD, NEBRASKA - HEAVY BOMBARDMENT
   c. FAIRMONT, NEBRASKA - HEAVY BOMBARDMENT
   d. BRUNING, NEBRASKA - HEAVY BOMBARDMENT

3. MISCELLANEOUS
   a. HATTIESBURG, MISSISSIPPI - THIRD AIR FORCE
   b. GAGE, OKLAHOMA - THIRD AIR FORCE
   c. MACON, GEORGIA - HERBERT SMART AIRPORT - MOBILE DEPOT GROUP
   d. VANDALIA, OHIO - DAYTON MUNICIPAL AIRPORT - MODIFICATION CENTER
   e. SAN MATEO, CALIFORNIA - HALF MOON BAY - DEFENSE AIRDROME
   f. STEEL CREEK, NORTH CAROLINA - AIR TRANSPORT COMMAND
   g. CHINO, CALIFORNIA - CAL AERO ACADEMY
      1. ONTARIO, CALIFORNIA - HIGHLAND AVENUE - AUXILIARY FOR CAL AERO
   h. MOUNTAIN HOME, IDAHO - INSTRUMENT LANDING TRAINING
   i. TWENTY NINE PALMS, CALIFORNIA - GLIDER TRAINING

2. ADA, OKLAHOMA - MILITARY STRUCTURE & CANTONMENT - DANGER AREA

3. PIKE COUNTY, INDIANA - DANGER AREA - BOMBING RANGE

4. RADIO ANTENNA TOWERS
   SEATTLE, WASHINGTON - RADIO STATION KJR
   ROCHESTER, NEW YORK

5. MEMORANDA FOR THE RECORD
   a. CORRECTION TO SUBJECT 1-D, MEETING NO. 102
   b. ABANDONMENT OF McMINNVILLE, TENNESSEE TRIANGULAR DIVISION SITE

* * * * *

1. AIRPORTS

A. NAVY

1. TACTICAL BASES

a. NORTH BEND, OREGON - MUNICIPAL AIRPORT

Discussion:

The Secretary of the Board presented a request from the Navy member for approval of the Municipal Airport, NORTH BEND, OREGON for use by Navy Tactical Units.

Findings:

1. The site requested is located 1½ miles Northwest of NORTH BEND, OREGON at Latitude 43° 25' North, Longitude 124° 14' West.

RECOMMENDATIONS:

1. That the Municipal Airport, NORTH BEND, OREGON, located at Latitude 43° 25' North, Longitude 124° 14' West, be approved for use by Navy Tactical Units.

b. BEAUFORT, SOUTH CAROLINA

Discussion:

The Secretary of the Board presented a request from the Navy member for



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approval of the Beaufort Airport, BEAUFORT, SOUTH CAROLINA for use by the Anti-Submarine Patrol under the command of the Eastern Sea Frontier.

Findings:

1. The Beaufort Airport is located at Latitude 32° 24' North, Longitude 80° 38' West; within Amber Airway No. 7 and just outside of a danger area established at Meeting No. 98 for activities out of the Marine Barracks, PARRIS ISLAND.

RECOMMENDATIONS:

1. That Beaufort Airport located at Latitude 32° 24' North, Longitude 80° 38' West, BEAUFORT, SOUTH CAROLINA be approved for use by Navy Anti-Submarine Patrols under the Command of the Eastern Sea Frontier.

2. That operations from this airport be conducted in accordance with Civil Air Regulations, Part 60 "Air Traffic Rules."

* * * * *

2. AUXILLARY FIELDS

a. ASTORIA, OREGON - CLATSOP AIRPORT

Discussion:

The Secretary of the Board presented a request from the Navy member for approval of the Clatsop Airport, ASTORIA, OREGON as an Auxiliary Field for the Naval Air Station, TONGUE POINT, OREGON.

Findings:

1. Clatsop Airport is located three miles Southwest of ASTORIA, OREGON on the North side of U. S. Route No. 101 at Latitude 46° 08' North, Longitude 123° 53' West.

RECOMMENDATIONS:

That Clatsop Airport located three miles Southwest of ASTORIA, OREGON at Latitude 46° 08' North, Longitude 123° 53' West, be approved as an Auxiliary Field for the TONGUE POINT, OREGON Naval Air Station.

* * * * *

3. OUTLYING FIELDS
FOR ANACOSTIA, D. C., NAVAL RESERVE AVIATION BASE

a. ALEXANDRIA, VIRGINIA - BEACON AIRPORT

Discussion:

The Secretary of the Board presented a request from the Navy member for approval of the Beacon Airport, ALEXANDRIA, VIRGINIA as an Outlying Field for the Naval Reserve Aviation Base, ANACOSTIA, D. C.

Findings:

1. Beacon Airport (Field No. 21908) is located at Latitude 38° 45', Longitude 77° 06'; 2 miles South-Southwest of ALEXANDRIA, VIRGINIA on the West side of U. S. Highway No. 1; approximately 8 miles South-Southwest of the NAVAL ANACOSTIA, D. C.: approximately 8 miles Northeast of LORTON, VIRGINIA: and approximately 5¼ miles Northwest of FORT WASHINGTON, MARYLAND; and within Green Airway No. 5.



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2. The Beacon Airport will be a supplemental field to Outlying Field No. 21010 (Hybla Valley Airport).

RECOMMENDATIONS:

1. That Beacon Airport located at Latitude 38° 45', Longitude 77° 06', ALEXANDRIA, VIRGINIA be approved as an Outlying Field for the NRAB, ANACOSTIA, D. C.

* * * *

FOR MEMPHIS, TENNESSEE, NAVAL RESERVE AVIATION BASE

Discussion:

The Secretary of the Board presented a request from the Navy member for approval of 9 sites as Outlying Fields to serve the Naval Reserve Aviation Base, MEMPHIS, TENNESSEE.

Findings:

1. The 9 sites requested are described as follows:

a. Field No. 04505 is located at Latitude 35° 23', Longitude 89° 40'; approximately 5 miles Northeast of the NRAB, MEMPHIS; approximately 3 miles East of KERRVILLE, TENNESSEE; approximately 3 miles South of TIPTON, TENNESSEE and within the confines of Amber Airway No. 5.

b. Field No. 06515 is located at Latitude 35° 26', Longitude 89° 39'; approximately 15 miles Northeast of the NRAB, MEMPHIS; approximately 4¼ miles East of IDAVILLE, TENNESSEE; approximately 7 miles Northwest of BRADEN, TENNESSEE and not within the confines of any civil airway.

c. Field No. 03813 is located at Latitude 35° 29', Longitude 89° 45'; approximately 13 miles Northeast of the NRAB, MEMPHIS; approximately 8 miles Southwest of COVINGTON, TENNESSEE; approximately 3 3/4 miles Northwest of IDAVILLE, TENNESSEE and not within the confines of any civil airway.

d. Field No. 08512 is located at Latitude 35° 21', Longitude 89° 40'; approximately 12 miles East of the NRAB, MEMPHIS; approximately 8 miles Southwest of BRADEN, TENNESSEE; approximately 4 miles North of ARLINGTON, TENNESSEE, and not within the confines of any civil airway.

e. Field No. 15305 is located at Latitude 35° 16', Longitude 89° 51'; approximately 5 miles Southeast of the NRAB, MEMPHIS; approximately 5 3/4 miles East of Field No. 21706; approximately 3 ¾ miles Northwest of ELLENDALE, TENNESSEE, and within Amber Airway No. 5.

f. Field No. 21706 is located at Latitude 35° 16', Longitude 89° 57'; approximately 6 miles Southwest of the NRAB, MEMPHIS; approximately 9½ miles Northeast of MEMPHIS; approximately 6 miles Southeast of LOCKE, TENNESSEE, and within the confines of Amber Airway No. 5.

g. Field No. 30909 is located at Latitude 35° 29', Longitude 90° 00'; approximately 9 miles Northwest of the NRAB, MEMPHIS; approximately 4 miles South Southeast of PECAN POINT, ARKANSAS; approximately 4 miles North of Field No. 28307, and within the confines of Amber Airway No. 5.

h. Field No. 28307 is located at Latitude 35° 21', Longitude 90° 00'; approximately 7 miles Northwest of the NRAB, MEMPHIS; approximately 9¼ miles East of LAFERTHVILLE, ARKANSAS; approximately 2 miles North-Northwest of LOCKE, TENNESSEE; and within the confines of Amber Airway No. 5.



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i. Field No. 34105 is located at Latitude 35° 24', Longitude 89° 55'; approximately 5 miles Northwest of the NRAB, MEMPHIS; approximately 8 miles Southwest of RANDOLPH, TENNESSEE; approximately 7 3/4 miles Northeast of LOCKE, TENNESSEE and within the confines of Amber Airway No. 5.

RECOMMENDATIONS:

1. That the following sites be approved as Outlying Fields for the MEMPHIS, TENNESSEE Naval Reserve Aviation Base:

| | | Latitude | Longitude |
|---|---|---|---|
| a. | Field No. 04505 | 35° 23' | 89° 40' |
| b. | Field No. 06515 | 35° 26' | 89° 39' |
| c. | Field No. 03813 | 35° 29' | 89° 45' |
| d. | Field No. 08512 | 35° 21' | 89° 40' |
| e. | Field No. 15305 | 35° 16' | 89° 51' |
| f. | Field No. 21706 | 35° 16' | 89° 57' |
| g. | Field No. 30909 | 35° 25' | 90° 00' |
| h. | Field No. 28307 | 35° 21' | 90° 00' |
| i. | Field No. 34105 | 35° 24' | 89° 55' |

2. That operations from Fields Nos. 04505, 15305, 21706, 30909, 28307, and 34105 be conducted in accordance with Civil Air Regulations, Part 60 "Air Traffic Rules."

B. ARMY

1. AUXILIARY FIELDS

a. CORDELE, GEORGIA - DIVE BOMBARDMENT

Discussion:

The Secretary of the Board presented a request from the Director of Base Services for approval of the Cordele Municipal Airport, CORDELE, GEORGIA as an Auxiliary Field to Hunter Field, SAVANNAH, GEORGIA for Dive Bombardment OTU.

Findings:

1. The Cordele Municipal Airport is located 1 5/10 miles Northeast of CORDELE, GEORGIA at Latitude 31° 59', Longitude 83° 45' and not within the confines of any civil airway.

RECOMMENDATIONS:

That the Cordele Municipal Airport, CORDELE, GEORGIA located at Latitude 31° 59', Longitude 83° 45' be approved as an Auxiliary Field to Hunter Field, SAVANNAH, GEORGIA for Dive Bombardment OTU.

b. VIDALIA, GEORGIA - VIDALIA-LYONS SITE - DIVE BOMBARDMENT

Discussion:

The Secretary of the Board presented a request from the Director of Base Services for approval of the proposed Vidalia-Lyons Site, VIDALIA, GEORGIA for use by the Third Air Force as a Dive Bombardment OTU Auxiliary Field.

Findings:

The proposed site is located at Latitude 32° 12', Longitude 82° 22'; approximately 2 7/10 miles East of VIDALIA, GEORGIA; approximately 3 2/10 miles West of LYONS, GEORGIA, and not within the confines of any civil airway.



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RECOMMENDATIONS:

That the proposed Vidalia-Lyons Site, VIDALIA, GEORGIA located at Latitude 32° 12', Longitude 82° 22' be approved for use by the Third Air Force as a Dive Bombardment OTU Auxiliary Field.

c. SYLVANIA, GEORGIA - DIVE BOMBARDMENT

Discussion:

The Secretary of the Board presented a request from the Director of Base Services for approval of a new site at SYLVANIA, GEORGIA for use by the Third Air Force as a Dive Bombardment OTU Auxiliary Field.

Findings:

1. The proposed site is located at Latitude 32° 39', Longitude 81° 34'; approximately 8½ miles South-Southeast of SYLVANIA, GEORGIA; approximately 2 miles West of HUNTERS, GEORGIA, and not within the confines of any civil airway.

RECOMMENDATIONS:

That the proposed new airport site in the vicinity of SYLVANIA, GEORGIA located at Latitude 32° 39', Longitude 81° 34' be approved for use by the Third Air Force as a Dive Bombardment OTU Auxiliary Field.

d. CUSHING, OKLAHOMA - LIGHT BOMBARDMENT

Discussion:

The Secretary of the Board presented a request from the Director of Base Services for approval of a site at CUSHING, OKLAHOMA for use by the Third Air Force as an Auxiliary Field for Light Bombardment OTU.

Findings:

1. The proposed site is located on the Southern edge of the City of CUSHING, at Latitude 35° 59', Longitude 96° 45' and is not within a civil airway.

2. At Meeting No. 69, when this request was previously presented, the IATCB recommended:

"That the OTU Light Bombardment now proposed to be located in the North Oklahoma area, be located in states farther north in order to reserve the proposed area for basic and primary flight training."

3. At Meeting No. 78, when this request was again presented, the IATCB reiterated its previous recommendation and added the following:

"That if they do locate in the North Oklahoma area, CPT be allowed to continue to operate from those airports on which they are presently located, until, if necessary, suitable fields in the immediate vicinity can be provided for CPTP."

4. There are no CPT activities at CUSHING, OKLAHOMA.

RECOMMENDATIONS:

That the proposed site located at Latitude 35° 59', Longitude 96° 45', CUSHING, OKLAHOMA, be approved for use by the Third Air Force as an Auxiliary Field for Light Bombardment OTU.



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Meeting No. 132 August 10, 1942

c. DYERSBURG, TENNESSEE - FIELDS 1, 4, and 5 - FOREIGN SERVICE CONCENTRATION COMMAND

Discussion:

The Secretary of the Board presented a request from the Director of Base Services for approval of three sites known as Fields 1, 4, and 5, as Auxiliary Fields to serve the Foreign Service Concentration Command base at DYERSBURG, TENNESSEE.

Findings:

1. The locations of the three sites are as follows:

Field No. 1 is 1½ miles Northeast of RIDGELY, TENNESSEE; approximately 16 miles North of the Dyersburg Airport; and 10 miles Southeast of TIPTONVILLE.

Field No. 4 is located 4 miles West of MAURY CITY, TENNESSEE; 7 miles East of GATES; and approximately 18 miles Southeast of the Dyersburg Airport.

Field No. 5 is located 3 miles Northeast of COVINGTON, TENNESSEE; 12 miles East of BROWNSVILLE; and approximately 35 miles Southeast of the Dyersburg Airport.

2. The Dyersburg Airport, DYERSBURG, TENNESSEE was approved by the IATCB for the Foreign Service Concentration Command at Meeting No. 122.

3. Field No. 5 is approximately 8 miles North of an area previously reserved for Navy Primary Training out of the MEMPHIS, TENNESSEE Naval Reserve Aviation Base.

RECOMMENDATIONS:

1. That Field No. 1 located 1½ miles Northeast of RIDGELY, TENNESSEE and Field No. 4 located 4 miles West of MAURY CITY, TENNESSEE be approved as Auxiliary Fields to serve the Foreign Service Concentration Command Base at DYERSBURG, TENNESSEE.

2. That the request for approval of Field No. 5 located 3 miles Northeast of COVINGTON, TENNESSEE be referred to War Department member for coordination.

2. SATELLITE FIELDS

Discussion:

The Secretary of the Board presented a request from the Director of Base Services for approval of sites at WALKER, KANSAS; HARVARD, NEBRASKA; FAIRMONT, NEBRASKA; BRUNING, NEBRASKA as Satellite Fields for Heavy Bombardment activity of the 2nd Air Force.

Findings:

1. The proposed sites are located as follows:

a. The WALKER, KANSAS Site is located at Latitude 38° 53', Longitude 99° 04'; 1½ miles North-Northwest of WALKER, and not within a civil airway.

b. The HARVARD, NEBRASKA Site is located at Latitude 40° 38', Longitude 98° 05'; 2 miles North of HARVARD and not within a civil airway.

c. The FAIRMONT, NEBRASKA Site is located at Latitude 40° 35', Longitude 97° 35'; 2 miles South of FAIRMONT and not within a civil airway.



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d. The BRUNING, NEBRASKA Site is located at Latitude 40° 20', Longitude 97° 26'; 6 miles East of BRUNING and not within a civil airway.

2. Facilities for 1 Heavy Bombardment Squadron are planned for each of the above sites.

3. These sites were previously considered by the IATCB at Meeting No. 123 at which time it was recommended "That approval or disapproval of the sites mentioned above be deferred pending report of the Site Selection Board and full coordination with Naval activities previously assigned to certain of these areas."

4. At Meeting No. 123, the WALKER, KANSAS Site was presented under the name HAYS, KANSAS and the BRUNING, NEBRASKA site is requested in lieu of the DAYKIN, NEBRASKA site considered at Meeting No. 123.

RECOMMENDATIONS:

That the proposed sites listed below be approved as Satellite Fields for Heavy Bombardment activities of the 2nd Air Force:

| | | Latitude | Longitude |
|---|---|---|---|
| a. | WALKER, KANSAS | 38° 53' | 99° 04' |
| b. | HARVARD, NEBRASKA | 40° 38' | 98° 05' |
| c. | FAIRMONT, NEBRASKA | 40° 35' | 97° 35' |
| d. | BRUNING, NEBRASKA | 40° 20' | 97° 26' |

* * * * *

3. MISCELLANEOUS

a. HATTIESBURG, MISSISSIPPI - Third Air Force
b. GAGE, OKLAHOMA - Third Air Force

Discussion:

The Secretary of the Board presented a request from the Director of Base Services for approval of sites at HATTIESBURG, MISSISSIPPI and GAGE, OKLAHOMA for use by the Third Air Force.

Findings:

1. The site requested at HATTIESBURG, MISSISSIPPI is located 3 miles Southeast of HATTIESBURG at Latitude 31° 16', Longitude 89° 15' and is not within a civil airway.

2. The site requested at GAGE, OKLAHOMA is the CAA Intermediate Field located at Latitude 36° 18', Longitude 99° 47' and is within Green Airway No. 4.

3. The site at HATTIESBURG, MISSISSIPPI was approved by the IATCB at Meeting No. 82 for a Ground Air Support Base.

RECOMMENDATIONS:

1. That the site at HATTIESBURG, MISSISSIPPI located at Latitude 31° 16', Longitude 89° 15' be approved for use by the Third Air Force.

2. That the request for approval of the site at GAGE, OKLAHOMA located at Latitude 36° 18', Longitude 99° 47' be deferred for coordination between Army and Navy members of the IATCB.

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Meeting No. 132 August 10, 1942

c. MACON, GEORGIA - HERBERT SMART AIRPORT - MOBILE DEPOT GROUP

Discussion:

The Secretary of the Board presented a request from the Director of Base Services for approval of the use of the Herbert Smart Airport, MACON, GEORGIA for training Mobile Depot Groups.

Findings:

1. The Herbert Smart Airport is located 4 miles East of MACON, GEORGIA at Latitude 32° 50', Longitude 83° 34'.

2. There will be no extensive flying operations in connection with the proposed training.

3. CPT Operations at the Herbert Smart Airport consist of 10 Navy Trainees making a yearly program of 60 Trainees.

4. Herbert Smart Airport is within Amber Airway No. 6.

RECOMMENDATIONS:

1. That the Herbert Smart Airport, MACON, GEORGIA, located at Latitude 32° 50', Longitude 83° 34' be approved for training of Mobile Depot Groups, subject to coordination with existing CPT activities.

2. That flying operations from this airport be conducted in accordance with Civil Air Regulations, Part 60, "Air Traffic Rules."

* * * * *

d. VANDALIA, OHIO - DAYTON MUNICIPAL AIRPORT - MODIFICATION CENTER

Discussion:

The Secretary of the Board presented a request from the Director of Base Services for approval of the establishment of a Modification Center at the Dayton Municipal Airport, VANDALIA, OHIO.

Findings:

1. The Dayton Municipal Airport is located at Latitude 39° 54', Longitude 84° 12', at VANDALIA, OHIO; 10 miles North of DAYTON, OHIO; and within Green Airway No. 3.

2. CPT operations at the Dayton Municipal Airport consist of 30 Army Trainees and 10 Navy Trainees making yearly quota of 240 Trainees.

RECOMMENDATIONS:

1. That the establishment of an Army Modification Center on the Dayton Municipal Airport, VANDALIA, OHIO be approved subject to coordination with existing CPT, Airline, and other activities.

2. That operations from this airport be conducted in accordance with Civil Air Regulations, Part 60, "Air Traffic Rules."

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Meeting No. 132 August 10, 1942

e. SAN MATEO, CALIFORNIA - HALF MOON BAY - DEFENSE AIRDROME

Discussion:

The Secretary of the Board presented a request from the Director of Base Services for approval of the Half Moon Bay Site, SAN MATEO, CALIFORNIA as a Defense Airdrome for the Fourth Air Force.

Findings:

1. The proposed site is located at Latitude 37° 31', Longitude 122° 30'.

2. The Division of Highways, State of California, has completed plans for constructing a flight strip at this location.

RECOMMENDATIONS:

That the Half Moon Bay Site located at Latitude 37° 31', Longitude 122° 30', SAN MATEO, CALIFORNIA be approved for use as a Defense Airdrome of the Fourth Air Force.

f. STEEL CREEK, NORTH CAROLINA - AIR TRANSPORT COMMAND

Discussion:

The Secretary of the Board presented a request from the Director of Base Services for approval of a site at STEEL CREEK, NORTH CAROLINA for use by the Air Transport Command.

Findings:

1. The proposed site is located at Latitude 35° 06', Longitude 80° 58' and is within Red Airway No. 7.

2. This site was previously requested for OTU operations but action was deferred pending receipt of information as to its exact location. It is no longer desired for OTU operations and the CAA is to complete the field after which it is desired to locate an Air Transport Command Unit on the field.

RECOMMENDATIONS:

1. That the proposed site at STEEL CREEK, NORTH CAROLINA located at Latitude 35° 06', Longitude 80° 58' be approved for use by the Air Transport Command.

2. That operations from this site be conducted in accordance with Civil Air Regulations, Part 60 "Air Traffic Rules."

g. CHINO, CALIFORNIA - CAL AERO ACADEMY
1. ONTARIO, CALIFORNIA - HIGHLAND AVENUE SITE - AUXILIARY FOR CAL AERO

Discussion:

The Secretary of the Board presented a request from the Director of Base Services for approval of the Highland Avenue Site, ONTARIO, CALIFORNIA as an Auxiliary Field for the Cal Aero Academy, CHINO, CALIFORNIA.

Findings:

1. The Cal Aero Academy, CHINO, CALIFORNIA located at Latitude 33° 59', Longitude 117° 39' has been in operation but has never been formally approved by the LATCB.



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2. The Highland Avenue Site is located approximately 1 mile South of the town of ETIWANDA, CALIFORNIA and approximately 12 miles West of SAN BERNADINO, CALIFORNIA.

RECOMMENDATIONS:

1. That the Cal Aero Academy, CHINO, CALIFORNIA located at Latitude 33° 59', Longitude 117° 39' be approved for Air Corps Training.

2. That the Highland Avenue Site, ONTARIO, CALIFORNIA be approved as an Auxiliary Field for the Cal Aero Academy.

3. That operations from the two sites be conducted in accordance with Civil Air Regulations, Part 60 "Air Traffic Rules."

h. MOUNTAIN HOME, IDAHO - INSTRUMENT LANDING TRAINING

Discussion:

The Secretary of the Board presented a request from the Director of Base Services for approval of a site at MOUNTAIN HOME, IDAHO for use by the Second Air Force for training in Instrument Landing procedure.

Findings:

1. The proposed site is located 10 miles Southwest of MOUNTAIN HOME, IDAHO at Latitude 43° 03', Longitude 115° 52' and is a new site distinct from the existing airport shown on the aeronautical chart.

RECOMMENDATIONS:

That the proposed site located 10 miles Southwest of MOUNTAIN HOME, IDAHO at Latitude 43° 03', Longitude 115° 52' be approved for use by the Second Air Force for training in Instrument Landing procedure.

i. TWENTY NINE PALMS, CALIFORNIA - GLIDER TRAINING

Discussion:

The Secretary of the Board presented a request from the Director of Base Services for approval of a site at TWENTY NINE PALMS, CALIFORNIA for Glider Training and the designation of a Glider Training Area.

Findings:

1. TWENTY NINE PALMS, CALIFORNIA and the area requested have been carried on the planning charts of the IATCB for Glider Training but have never been formally approved.

2. The Glider Training Area requested is described as a rectangular area bounded on the South by Latitude 34° 00'; on the East by Longitude 115° 50'; on the North by Latitude 34° 20'; and on the West by Longitude 116° 20'.

3. That portion of the area which lies West of Longitude 116° 10', and North of Latitude 34° 19' is within the VICTORVILLE Bombing Range approved by the IATCB at Meeting No. 78.

RECOMMENDATIONS:

1. That TWENTY NINE PALMS, CALIFORNIA be approved for Glider Training.

2. That the area described below be approved for Glider Training activities out of TWENTY NINE PALMS subject to coordination with activities in that



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portion of the VICTORVILLE Bombing Range which conflicts with the area requested:

The area is described as a rectangular area bounded on the South by Latitude 34° 00'; on the East by Longitude 115° 50'; on the North by Latitude 34° 20'; and on the West by Longitude 116° 20'.

* * * * *

2. ADA, OKLAHOMA - MILITARY STRUCTURE & CANTONMENT - DANGER AREA

Discussion:

The Secretary of the Board presented a request from the Corps of Engineers for approval of a site for a Triangular Division Tent Camp in the vicinity of ADA, OKLAHOMA.

Findings:

1. The site requested is described as bounded by a line beginning at the town of ROFF; thence due East to the ADA-TISHOMINGO Highway; thence due South along this highway to the town of PONTOTOC; thence due West to the ADA-MADILL Highway; thence Northerly along said highway to the town of ROFF and the point of origin.

2. The area requested lies within an area set aside at Meeting No. 111 for Glider Training known as the ARDMORE Glider Site. The Director of Individual Training, Army Air Forces, advises that there is no objection to the installation of this camp site including the artillery firing ranges.

3. The proposed site is not within the confines of any existing civil airway.

RECOMMENDATIONS:

1. That the proposed site in the vicinity of ADA, OKLAHOMA be approved for the establishment of a Triangular Division Tent Camp.

2. That a Danger Area described as follows be designated over the camp:

Bounded by a line beginning at the town of ROFF; thence due East to the Ada-Tishomingo Highway; thence due South along this highway to the town of PONTOTOC; thence due West to the Ada-Madill Highway; thence Northerly along said highway to the town of ROFF and the point of origin.

3. That the above designated Danger Area be published in CAA Weekly Notices to Airmen and shown on Coast and Geodetic Survey Aeronautical Charts upon receipt of advice of the issuance of the construction permit for the camp.

* * * * *

3. PIKE COUNTY, INDIANA - DANGER AREA - BOMBING RANGE

Discussion:

The Secretary of the Board presented a request from the Director of Base Services for approval of a Bombing Range to be located in PIKE COUNTY, INDIANA.

Findings:

1. The Bombing Range requested will consist of approximately 650 acres and may be generally described as beginning at the intersection of the



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Petersburg-Winslow Highway and Indiana Highway No. 56; thence due East along Highway 56 to the Spur Railroad line, thence Southerly along the railroad line for a distance of 1 mile from Highway 56, thence due West in a line parallelling Highway 56 to a point due South of the point of origin, thence due North to the point of origin.

2. The proposed Bombing Range is not within the confines of any civil airway.

3. The Bombing Range will be used by the Advanced Twin Engine School at LAWRENCEVILLE, ILLINOIS.

RECOMMENDATIONS:

1. That the area in PIKE COUNTY, INDIANA described below be approved as a Bombing Range and designated a Danger Area:

Beginning at the intersection of the Petersburg-Winslow Highway and Indiana Highway No. 56; thence due East along Highway 56 to the Spur Railroad Line, thence Southerly along the railroad line for a distance of 1 mile from Highway 56, thence due West in a line paralleling Highway 56 to a point due South of the point of origin, thence due North to the point of origin.

2. That the Danger Area described above be published in CAA Weekly Notices to Airmen and shown on Coast and Geodetic Survey Aeronautical Charts.

* * * * *

4. RADIO ANTENNA TOWERS
a. SEATTLE, WASHINGTON - RADIO STATION KJR

Discussion:

Mr. Mackenzie, CAA, presented a request from Radio Station KJR, SEATTLE, WASHINGTON for approval of a site for the installation of a 2 element directional antenna array, each tower to be 470 feet above the ground and 490 feet above mean sea level, the towers to be spaced 434.4 feet apart on a line bearing 90° true.

Findings:

1. The proposed site is located at Latitude 47° 28' 41", Longitude 122° 21' 48".

2. This site is located 4.8 miles from Boeing Municipal Airport; 3.5 miles from the proposed Bow Lake Airport; 4.7 miles from the center of Amber Airway No. 1; and 5.3 miles from the center of Green Airway No. 2.

3. This request was considered at Meeting No. 127 at which time action was deferred pending further information from the 7th CAA Region. On July 27, 1942, Mr. Mackenzie requested the 7th Region to telegraph their comments on this proposed construction. On August 7, 1942, the following telegram was received by him from that Region:

"RELET 27, RADIO STATION KJR. NEW PROPOSED SITE SATISFACTORY IF TOWERS ARE MARKED AND LIGHTED IN ACCORDANCE WITH SPECIFICATION C."

4. The proposed towers are approximately 90 feet above the level of the top of the Bow Lake Airport.



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Meeting No. 132 August 10, 1942

RECOMMENDATIONS:

1. That the proposed site located at Latitude 47° 28' 41", Longitude 122° 21' 48" be approved for installation of a 2 element directional antenna array with towers 470 feet above the ground by Radio Station KJR, SEATTLE, WASHINGTON.

2. That the towers be lighted and marked in accordance with CAA specifications and such lighting be coordinated with the Commanding General, Western Defense Command.

b. ROCHESTER, NEW YORK - BROWN RADIO SERVICE AND LABORATORY

Discussion:

Mr. Mackenzie, CAA, presented a request from the Brown Radio Service and Laboratory for approval of a site for the construction of a 2 Element Directional Antenna Array, the height of each tower to be 203 feet above the ground and 695 feet above mean sea level, spacing between towers to be 403 feet on a true bearing of 70°.

Findings:

1. The proposed site for the towers is located at 43° 06' 00", Longitude 77° 34' 21".

2. The Rochester Municipal Airport is located 5 miles from the proposed site and the Genesee Airport is located 2¼ miles from the proposed site.

3. The proposed towers are more than 150 feet above the ground and are located less than 2 miles from the center line of the on-course signal of the Southeast leg of the ROCHESTER Radio Range and within 15 miles of the Range Station.

RECOMMENDATIONS:

That the request for approval of a proposed site for the construction of a 2 Element Directional Antenna Array in the vicinity of ROCHESTER, NEW YORK at Latitude 43° 06' 00", Longitude 77° 34' 21" be disapproved.

* * * * *

5. MEMORANDA FOR THE RECORD

a. CORRECTION TO SUBJECT 1-D, MEETING NO. 102.

Subject 1-D in Meeting No. 102 is a Danger Area at LAS VEGAS, NEVADA designated on account of the establishment of a Gunnery Range in that vicinity. This gunnery range is described incorrectly in Finding No. 2, and the correct location of the boundaries are as follows:

Bounded by Latitude 36° 24' North from Longitude 114° 58' 30" West to Longitude 115° 12' West, and from the point of intersection due South to a point at Latitude 36° 50' North, Longitude 115° 12' West, and from thence in a Southeast direction along an irregular line to a point at Latitude 36° 18' 40", Longitude 115° 09'; from thence due East to Longitude 115° 06'; from thence due South to Latitude 36° 17' 40"; from thence due East to Longitude 115° 02' 20"; thence due North to Latitude 36° 18' 40"; from thence due East to the point of intersection with Longitude 114° 59' 45"; and from thence in a North-Northeast direction along a broken line to a point at Latitude 36° 21' 30", Longitude 114° 58' 30" and thence due North to the point of intersection with Latitude 36° 24'.



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Meeting No. 132 August 10, 1942

b. ABANDONMENT OF McMINNVILLE, TENNESSEE TRIANGULAR DIVISION SITE

The Secretary of the Board read into the record the following letter of July 24, 1942, from Colonel James H. Stratton, Corps of Engineers to the War Department member concerning the McMINNVILLE, TENNESSEE Triangular Division Site.

"1. At Meeting No. 102 of the Interdepartmental Air Traffic Control Board, June 17, 1942, a location near McMinnville, Tennessee was sanctioned as a Triangular Division Camp Site.

"2. Army Ground Forces have advised this office July 24, 1942, that the site will not be suitable for the intended purpose. This site location is therefore being abandoned by the War Department.

"3. Reference is invited to minutes of Meeting No. 102 of the Interdepartmental Air Traffic Control Board which also concerns the establishment of a danger area over the artillery range which was intended by the War Department for use by both Camp Forrest and the cantonment proposed for McMinnville. The abandonment of the McMinnville site does not include the abandonment of the artillery range which is now being used by Camp Forrest. The danger area as established should therefore be maintained.

"4. This artillery range is known as Spencer Artillery Range. There is a bare possibility that this range may be relinquished to the Army Air Forces for an air bombing range."

* * * * *

J. B. Hartranft, Jr.
Capt., AC
Secretary, IATCB 7/14/42

E. F. Ward
CAA Representative

C. B. Lober
Col., AC
War Department Representative

J. B. Voit
Lt. Comdr., USN
Navy Department Representative

Gus Leazar
CAB Representative

The above recommendations are within the policies established by the War Aviation Committee and are approved.

Donovan Miller Lt. Col. A.C
Executive

for - DONALD H. CONNOLLY
Brigadier General, U. S. Army
Military Director of Civil Aviation



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INTERDEPARTMENTAL
AIR TRAFFIC CONTROL BOARD
Washington, D. C.

Meeting No. 133 August 11, 1942

Time: 1:00 P.M. to 5:00 P.M.

Place: IATCB Room, Army Air Forces Annex #1, WASHINGTON, D. C.

Members Present:

Earl F. Ward, CAA, Presiding
J. B. Voit, Lt. Comdr., USN
C. B. Lober, Colonel, AC
Gus Leazar, CAB

Alternates Present:

C. J. Cornish, Major, AC

Secretary:

J. B. Hartranft, Jr., Capt., AC

Witnesses Appearing:

L. M. Marriner, CAA, Airways Engineering Division
R. H. Drake, CPT-CAA
R. L. Griffith, CAA
F. C. Stone, CAA-Air Carrier Div.
J. R. Yarrow, CAA-Airport Div.
R. T. Grainger, Capt., A.C., Ferrying Div., ATC
A. M. Kruse, Office, Chief of Engineers

SUBJECTS:

1. FEDERAL AIRWAYS - RADIO RANGES

A. ABILENE, TEXAS
B. CHANUTE, KANSAS
C. DULUTH, MINN.
D. LAKE CHARLES, LA.
E. LYNCHBURG, VIRGINIA
F. PEORIA, ILL.
G. RODEO, NEW MEXICO

2. DANGER AREAS

A. CRAWFORD, GA., TRIANGULAR DIVISION TENT CAMP
B. FRANKLINTON, LA., TRIANGULAR DIVISION TENT CAMP
C. AMITE, LA., TRIANGULAR DIVISION TENT CAMP

3. AIRPORTS

A. NORTH BEND, OREGON - MUNICIPAL
B. NORTH, SOUTH CAROLINA - AUXILIARY FIELD - OTU LIGHT BOMBARDMENT
C. SCOTTSBLUFF, NEB. - SATELLITE FIELD - OTU HEAVY BOMBARDMENT
D. CAMP SPRINGS, MD. - FIGHTER COMMAND STATION 1st AIR FORCE
E. MADRAS, (JEFFERSON COUNTY) OREGON - 2d AIR FORCE SATELLITE FIELD

4. MEMORANDUM FOR THE RECORD - CORRECTION ON BOSTON SECTIONAL AERONAUTICAL CHART

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Meeting No. 133 August 11, 1942

1. FEDERAL AIRWAYS - RADIO RANGES

Discussion:

The Secretary of the Board presented a request from the Chief, Airways Engineering Division, CAA, for approval of transfer of equipment for Radio Ranges to equip a new airway requested by the War Department.

Findings:

The following letter, dated August 10, 1942, was received from Mr. C. M. Lample, Chief, Airways Engineering Division:

"Listed below are the range stations which are recommended by the Airways Engineering Division and given tentative approval by the Regional offices concerned to be the stations which can be deleted from the federal airways with the least possible disarrangement of the airways involved. It will be noted that there are seven SRA type stations immediately made available, and while the proposed decommissioning of SRA ranges may cause some gaps, it is proposed to relocate loop type stations to fill in wherever needed, these loop stations to be deleted from locations where air carrier stops have been cancelled or where it is believed they are not required for use by the armed services.

Abilene, Texas

"Decommission and remove all SRA range equipment, the gap thus caused in airway to be filled in by transfer of the MRL range at Tyler, Texas, which would leave Tyler without a facility for the duration.

Chanute, Kansas

"Decommission and remove all SRA range equipment. Flights can be routed from Tulsa and Oklahoma City to Kansas City by way of Wichita. Instrument flights would necessarily pass up Chanute until equipment could be replaced.

Duluth, Minn.

"Decommission and remove all SRA range equipment. Should further developments show need for some type of directional facility, the 3rd Region has indicated that there are several ML type stations in the Region which may be transferred.

Lake Charles, La.

"Decommission and remove all SRA range equipment, the gap in the airway to be filled by the transfer of the Brinkley, Ark. MRL which is not considered essential for safe operation on this route.

Lynchburg, Va.

"This station to be decommissioned in accordance with the following steps, thereby making available one complete SRA equipment:

"1. Decommission and remove all SRA range equipment. (Regular transmitter is type TSG.)

"2. Remove modern control equipment and TSF standby transmitter from Charleston, W. Va.



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"3. Replace control equipment removed from Charleston with the obsolete control equipment from Lynchburg and install as standby at Charleston, the TMH transmitter which was the standby for Lynchburg. This completely decommissions Lynchburg for the duration and leaves Charleston on air with regular SRA equipment and standby aural. (Lynchburg not considered necessary for safe operation on airway.)

Peoria, Illinois

"Decommission and remove all SRA range equipment. This location not being served by any air carrier, and the courses of the radio range serving merely as check points on other airways.

Rodeo, New Mexico

"Decommission and remove all range equipment. A complete set of modern equipment to be obtained as follows:

"1. Remove standby TSH transmitter and control equipment from Scottsbluff and standby TSH transmitter only from Pierre.

"2. Reinstall at Scottsbluff for aural standby one TMG transmitter and obsolete control equipment from Rodeo.

"3. Reinstall at Pierre for standby use one TMH transmitter from Rodeo.

"Rodeo is not considered necessary for safe operation on this route, and this decommissioning will leave one TMG transmitter available for use at some other point where we may wish to remove a modern simultaneous transmitter later.

"To summarize, seven complete SRA stations can be made available without disrupting the airways. Buildings, towers, engine generators, and associated equipment for these seven sets are available without deletion from any existing station. Coaxial cable is available in the Central Depot.

"It is requested that we be given authority immediately to proceed with the above plan. It is strongly recommended that this matter be handled as in the case of Modesto where 'Notice to Airmen' was issued that that station would be shut down 'until further notice.' As soon as possible we will replace equipment removed and the stations will be back on the air again, and since permanent discontinuance is not involved, we do not believe it will be necessary to go through the routine procedure of obtaining clearances with all concerned which will only tend to delay the program."

RECOMMENDATIONS:

1. That the decommissioning and removal of all range equipment at Abilene, Texas, be approved and that an MRL type range be used as a replacement.

2. That the decommissioning and removal of all range equipment at Chanute, Kansas, be approved and that an MRL type range be used as a replacement.

3. That the decommissioning and removal of all SRA range equipment at Duluth, Minn., be approved.

4. That the decommissioning and removal of all SRA range equipment at Lynchburg, Virginia, be approved.



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5. That the decommissioning and removal of all SRA range equipment at Peoria, Illinois, be approved.

6. That the SRA radio range at Hayes Center, Nebraska be decommissioned and removed in lieu of the range equipment at either Rodeo, New Mexico, or Lake Charles, Louisiana, and that the SRA range equipment at Hayes Center, Nebraska, radio range be replaced by an MRL type range.

2. DANGER AREAS
A. CRAWFORD, GEORGIA - TRIANGULAR DIVISION TENT CAMP

Discussion:

The Secretary of the Board presented a request from the Corps of Engineers for the establishment of a Triangular Division Camp Site, near Crawford, Georgia, for artillery training.

Findings:

1. The proposed site is described as follows:

a. Location: Beginning at the town of Comer, thence along the S.A.L Railroad, easterly to the town of Carlton, thence in a straight line south-southwest of Lexington, thence westerly along the highway to the town of Crawford, thence along the Georgia Central Railroad northwesterly to the town of Winterville, thence northeasterly in a straight line to the town of Comer and the point of origin.

b. Between Green Airway No. 6 and Red Airway No. 10 near the junction of said airways, within 2 to 3 miles of the edge.

2. Athens Airport approximately 3 miles east was approved for Basic and Advanced Training at I.A.T.C.B Meeting No. 63.

3. There are CPT operations at Athens Airport.

4. Information received from Colonel Smart, Flying Training Command, indicates that this matter has been cleared.

RECOMMENDATION:

1. That the establishment of a Triangular Division Camp Site, Crawford, Georgia, beginning at the town of Comer, thence along the S.A.L Railroad, easterly to the town of Carlton, thence in a straight line South-southwest of Lexington, thence westerly along the highway to the town of Crawford, thence along the Georgia Central Railroad northwesterly to the town of Winterville, thence northeasterly in a straight line to the town of Comer and the point of origin, be approved for artillery training.

2. That the above described area be designated a Danger Area, published in "Notices to Airmen", and plotted on Aeronautical Charts.

B. FRANKLINTON, LOUISIANA

Discussion:

The Secretary of the Board presented a request from the Corps of Engineers for the establishment of a Triangular Division Tent Camp Site at Franklinton, Washington Parish, Louisiana, for 35,000 men.



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Findings:

1. The proposed site is described as follows:

a. Beginning at the G M & N Railroad at the town of Franklinton, thence south-southeast along said railroad to the town of Zona, thence in a straight line east to a point known as Plainview Church, thence north in a straight line to the intersection of the Franklinton-Bogalusa Highway and the Varnado Highway, thence westerly along the Franklinton-Bogalusa Highway to the town of Franklinton and the point of origin.

2. The subject site is in the exact center of Amber Airway No. 5, straddling the oncourse signals between the Tylertown and the New Orleans radio ranges.

RECOMMENDATIONS:

1. That the establishment of a Triangular Division Camp Site, Franklinton, Louisiana, beginning at the G M & N Railroad at the town of Franklinton, thence south-southeast along said railroad to the town of Zona, thence in a straight line east to a point known as Plainview Church, thence north in a straight line to the intersection of the Franklinton-Bogalusa Highway and the Varnado Highway, thence westerly along the Franklinton-Bogalusa Highway to the town of Franklinton and the point of origin, be approved.

2. That no artillery or mortar firing be conducted from the Franklinton Camp Site, nor within Amber Airway No. 5.

C. AMITE, LA., TRIANGULAR DIVISION TENT CAMP

Discussion:

The Secretary of the Board presented a request from the Corps of Engineers for the establishment of a Triangular Division Tent Camp Site at Amite, Tangipahoa Parish, Louisiana, for 35,000 men, to be used for artillery training.

Findings:

1. The proposed site is described as follows:

Beginning at the intersection of the Amite-Franklinton Highway and Tangipahoa River, thence easterly along said highway to the intersection of the Chefuncte River, thence southerly along meanders of said river to the northern edge of the Hammond Danger Area previously approved by the Board, thence due west to the western edge of said danger area, thence due north to the town of Osceola, thence westerly along second-class road to its intersection with the Tangipahoa River, thence northerly along the meanders of said river to the Amite-Franklinton Highway, the point of origin.

2. The subject area is approximately 4 miles west of Amber Airway No. 5.

3. According to the Military Air Traffic Control Section of the Military Director of Civil Aviation, activities within the proposed area will in no way constitute a danger to aircraft in flight along said airway.



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RECOMMENDATIONS:

1. That the establishment of a Triangular Division Camp Site at Amite, Louisiana, beginning at the intersection of the Amite-Franklinton Highway and Tangipahoa River, thence easterly along said highway to the intersection of the Chefuncte River, thence southerly along meanders of said river to the northern edge of the Hammond Danger Area previously approved by the Board, thence due west to the western edge of said danger area, thence due north to the town of Osceola, thence westerly along second-class road to its intersection with the Tangipahoa River, thence northerly along the meanders of said river to the Amite-Franklinton Highway, the point of origin, be approved.

2. That the area bounded on the north by the Amite-Franklinton Highway, on the west by Longitude 90° 20' West, on the south by Latitude 30° 36' North and on the east by the Chefuncte River, be approved, as an artillery range.

3. That the area descr bed in paragraph 2, above, be designated a danger area, published in "Notices to Airmen", and plotted on Aeronautical Charts, upon receipt of notice of approval of construction permit.

3. AIRPORTS
A. NORTH BEND, OREGON - MUNICIPAL

Discussion:

The Secretary of the Board presented a request from the Director of Base Services for the clearance of North Bend, Oregon, as a defense airdrome for use by the Fourth Air Force.

Findings:

1. The proposed site at North Bend, Oregon, is located at Latitude 43° 25', Longitude 124° 14', 1½ miles northwest of North Bend.

2. The Navy member reported that he had been informed that the Navy had leased the North Bend Municipal Airport after coordination with the Western Defense Command and that Navy would provide certain facilities for units of the 4th Air Force.

RECOMMENDATIONS:

1. That the Army be permitted to operate from the North Bend Municipal Airport, North Bend, Oregon, located at Latitude 43° 25', Longitude 124° 14', in accordance with the joint agreement between Western Defense Command and Navy for provision of facilities for approximately 400 men and 16 airplanes to be used by the Fourth Air Force for coastal defense operations.

B. NORTH, SOUTH CAROLINA - AUXILIARY FIELD - OTU LIGHT BOMBARDMENT

Discussion:

The Secretary of the Board presented a request from the Director of Base Services for clearance of Elloree Site "A" (North) near North, South Carolina, to be used as an auxiliary field in connection with Light Bombardment OTU activities.



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Meeting No. 133 August 11, 1942

Findings:

1. The proposed site at North, South Carolina, is located at Latitude 33° 37'; Longitude 81° 07'.

2. The subject site is 7 miles southeast of Red Airway No. 16, 11 miles northeast of Red Airway No. 16, 18 miles North of Red Airway No. 10.

RECOMMENDATION:

That Elloree Site "A" (North) near North, South Carolina, located at Latitude 33° 37'; Longitude 81° 07', be approved for use as an auxiliary field in connection with Light Bombardment OTU activities.

C. SCOTTSBLUFF, NEBRASKA - SATELLITE FIELD - OTU HEAVY BOMBARDMENT

Discussion:

The Secretary of the Board presented a request from the Director of Base Services for the clearance of a site at Scottsbluff, Nebraska, for use by the Second Air Force as a Heavy Bombardment OTU Satellite Field.

Findings:

1. The proposed site at Scottsbluff, Nebraska, is located at Latitude 41° 52', Longitude 103° 36'.

2. This is a new airport one mile northwest of an existing airport and 3 miles east of Scottsbluff.

3. Colonel Neumann of Base Services advised the War Department Member that the existing airport is to be abandoned but that the new field to be constructed for the Army will be available for the purposes for which the old municipal airport was formerly used.

4. Present CPT operations cover 10 Army and 5 Navy trainees.

RECOMMENDATIONS:

That the site at Scottsbluff, Nebraska, located at Latitude 41° 52', Longitude 103° 36', be approved for use as a Heavy Bombardment OTU Satellite Field by units of the Second Air Force, subject to coordination with existing activities to be transferred to the new base.

D. CAMP SPRINGS, MARYLAND - FIGHTER COMMAND STATION - 1ST AIR FORCE

Discussion:

The Secretary of the Board presented a request from the Director of Base Services for the clearance of a site near Camp Springs, Maryland, to be used by the First Air Force as a Fighter Command Station.

Findings:

The proposed site is located 12 miles southeast of Washington, D. C., east of Maryland State Route #5, south of Maryland State Route 337, 2 miles within Amber Airway No. 7 at Latitude 38° 48', Longitude 76° 53'.



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RECOMMENDATIONS:

1. That the site at Camp Springs, Maryland, located at Latitude 38° 48' and Longitude 76° 53', be approved for use by the First Air Force as a Fighter Command Station.

2. That operations from this site in Amber Airway No. 7 be conducted in accordance with Civil Air Regulations, Part 60 "Air Traffic Rules."

E. MADRAS (JEFFERSON COUNTY AIRPORT) OREGON - 2d AIR FORCE SATELLITE FIELD

Discussion:

The Secretary of the Board resubmitted a verbal request from the War Department member for approval of a site at Madras, Oregon to serve the Army Air Base at Walla Walla, Washington.

Findings:

1. This request was previously disapproved in Meeting No. 103, June 18, 1942.

2. The Commanding General, Second Air Force, has, through his Chief of Staff, given assurance to this Board that CPT operations will not be displaced or restricted in that location or any other location where units of the Second Air Force are in operation.

3. The site is not on any civil airway.

RECOMMENDATION:

That the site at Madras, Oregon, located at Latitude 44° 30', Longitude 121° 05' be approved to serve the Army Air Base at Walla Walla, Washington, subject to coordination with existing CPT activities.

4. MEMORANDUM FOR THE RECORD - CORRECTION ON BOSTON SECTIONAL AERONAUTICAL CHART

Discussion:

The Secretary of the Board presented a request from the War Department Member which is quoted below:

"A previous request for the establishment of a new area at Biddeford Pool within Amber Airway #7 was disapproved by the Board with the recommendation that firing activities be coordinated with those off the coast of Massachusetts. Correspondence received in this office advises us that firing will be conducted within the area described as extending 6 miles due East to seaward from a line extending from Latitude 43° 10', Longitude 70° 20' to Latitude 43° 27, Longitude 70° 08'.

"Inasmuch as the new area is within an area already approved, it is not necessary for further Board action, but it is requested that the map records of the Board be changed accordingly and that the C.A.A. be advised of the change."



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Findings:

The new area extends six miles due East from a line extending from Latitude 43° 10', Longitude 70° 20' to Latitude 43° 27', Longitude 70° 08'.

RECOMMENDATION:

1. That the area extending six miles due East from a line extending from Latitude 43° 10', Longitude 70° 20' to Latitude 43° 27', Longitude 70° 08', be approved for firing.

2. That any existing danger area previously approved for this area be cancelled.

* * * * * *

J. B. Hartranft, Jr.
Capt., AC
Secretary 7/14/42.

E. T. Ward
CAA Representative

Gus Leazar
CAB Representative

C. B. Baker
Colonel, AC
War Department Representative

J. C. York
Lt. Comdr., USN
Navy Department Representative

The above recommendations are within the policies established by the War Aviation Committee and are approved.

for Donald Wilson Lt Col Executive

DONALD H. CONNOLLY
Brig. Gen., U. S. Army
Military Director of Civil Aviation



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INTERDEPARTMENTAL AIR
TRAFFIC CONTROL BOARD
WASHINGTON, D. C.

Meeting No. 134 August 12, 1942

Place: IATCB Room, Army Air Forces Annex No. 1, Washington, D. C.

Time: 1:00 p.m. to 5:00 P.m.

Members Present:

E. F. Ward, CAA
C. B. Lober, Col., AC
Gus Leazar, CAB

Alternates Present:

W. F. Taylor, Ensign, USNR

Secretary: J. B. Hartranft, Jr., Capt.,AC

Witnesses Appearing:

R. H. Drake, CPT-CAA
R. L. Griffith, CAA
J. A. Yarrow, CAA Airport Division

Subjects: 1. AIRPORTS

A. ARMY

1. OGDEN, UTAH - ROBERT H. HINCKLEY FIELD
2. TUCKERMAN, ARKANSAS - TWO OUTLYING FIELDS
3. LAMESA, TEXAS - GLIDER TRAINING
4. DURANT, OKLAHOMA - CIVIL ELEMENTARY FLYING TRAINING

B. CIVILIAN PILOT TRAINING PROGRAM

1. DODGE CITY, KANSAS

2. DANGER AREAS

a. KINGMAN, ARIZONA - GROUND GUNNERY RANGE
b. FOR ALAMEDA, CALIFORNIA, NAVAL AIR STATION

1. OFF-SHORE AERIAL GUNNERY AND BOMBING
   a. SAN LUIS OBISPO, CALIFORNIA
   b. SOUTH OF SAN FRANCISCO, CALIFORNIA
   c. NORTH OF SAN FRANCISCO, CALIFORNIA

2. DIVE BOMBING TARGETS
   a. ABBOTT'S LAGOON, CALIFORNIA
   b. COTATI, CALIFORNIA
   c. SANTA ROSA, CALIFORNIA
   d. YOUNTVILLE, CALIFORNIA
   e. HOLLISTER, CALIFORNIA

3. MEMORANDA FOR THE RECORD
a. BOWLING GREEN, KENTUCKY - LOCATION OF APPROVED SITE
b. EVERETT, WASHINGTON - WITHDRAWAL OF REQUEST FOR EXTENSION OF MACHINE GUNNERY RANGE

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Meeting No. 134 August 12, 1942

1. AIRPORTS

A. ARMY

1. OGDEN, UTAH - ROBERT H. HINCKLEY FIELD

Discussion:

The Secretary of the Board presented a request from the Director of Base Services for approval of the use of Robert H. Hinckley Field, OGDEN, UTAH by the Army Air Forces.

Findings:

1. This field will be under the jurisdiction of the Ogden Air Depot located at Hill Field and its use will consist of emergency and auxiliary activities only.

2. Robert H. Hinckley Field is located at Latitude 41° 12', Longitude 112° 00' 30".

RECOMMENDATIONS:

1. That Robert H. Hinckley Field, OGDEN, UTAH located at Latitude 41° 12', Longitude 112° 00' 30" be approved for use by the Army Air Forces.

2. That this field remain available for other types of activities.

* * * * * *

2. TUCKERMAN, ARKANSAS - TWO OUTLYING FIELDS

Discussion:

The Secretary of the Board presented a request from the Director of Base Services for approval of two sites, known as the Amagon Auxiliary Field and the Erwin Auxiliary Field, auxiliary fields to serve the TUCKERMAN, ARKANSAS flying School.

Findings:

1. The Amagon Auxiliary Field is located at Latitude 35° 33' 14", Longitude 91° 04' 58"; 1 mile East of AMAGON, ARKANSAS; 7½ miles Southeast of the Tuckerman Flying School; and not within the confines of any civil airway.

2. The Erwin Auxiliary Field is located at Latitude 35° 34', Longitude 91° 15' 10"; 1 mile West of ERWIN, ARKANSAS; 6½ miles Southwest of the Tuckerman Flying School; and not within the confines of any civil airway.

3. TUCKERMAN, ARKANSAS was approved in Meeting No. 63 for Basic and Advanced Training.

RECOMMENDATIONS:

1. That the Amagon Auxiliary Field located at Latitude 35° 33' 14" be approved for the TUCKERMAN, ARKANSAS Flying School.

2. That the Erwin Auxiliary Field located at Latitude 35° 34', Longitude 91° 15' 10" be approved for the TUCKERMAN, ARKANSAS Flying School.



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3. LAMESA, TEXAS - GLIDER TRAINING

Discussion:

The Secretary of the Board presented a request from the War Department member for approval of the designation of LAMESA, TEXAS for Glider Training in lieu of Army Basic and Advanced Training as approved in Meeting No. 63, and a request from the Commanding Officer, 28th Army Air Forces Glider Training Detachment, LAMESA, TEXAS, for approval of a proposed Notice to Airmen setting up a restricted area in the vicinity of the LAMESA Base.

Findings:

1. The proposed Notice to Airmen reads as follows:

"Warning! Intensive Student Glider Training in operation day and night. Airplane tow flights conducted up to 5000 feet above the ground within radius of nine miles. Runways marked with flares. Closed to transient aircraft except on official business. Official transient aircraft must notify operations office 28th Army Air Forces Glider Training Detachment, Lamesa Field, Lamesa, Texas prior to 17:00 CWT for night landing."

RECOMMENDATIONS:

1. That the change in designation of the Lamesa Field, LAMESA, TEXAS from Army Basic and Advanced Training to Glider Training be approved.

2. That the proposed Notice to Airmen setting up a restricted area for a radius of 9 miles around Lamesa Field be disapproved.

3. That if the establishment of a danger area is deemed necessary by the Commanding Officer at Lamesa, a request be so submitted with the precise boundaries described by latitude and longitude.

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4. DURANT, OKLAHOMA - CIVIL ELEMENTARY FLYING TRAINING

Discussion:

The Secretary of the Board presented a request from the War Department for approval of DURANT, OKLAHOMA for Army Civil Elementary Flying Training.

Findings:

1. The airport requested is being constructed by the CAA and is located 3½ miles South of DURANT.

2. CPT Operations at Baker Airport, DURANT, OKLAHOMA consist of 10 Army Trainees.

RECOMMENDATIONS:

That the proposed new airport at DURANT, OKLAHOMA be approved for Army Civil Elementary Flying Training subject to coordination with Glider Operations in the Ardmore, Oklahoma Glider Training Area.

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Meeting No. 134 August 12, 1942

B. CIVILIAN PILOT TRAINING PROGRAM

1. DODGE CITY, KANSAS

Discussion:

The Secretary of the Board presented a request from the Director of Civilian Pilot Training, CAA, for approval of the use by the Civilian Pilot Training Program of the airport now under construction at DODGE CITY, KANSAS.

Findings:

1. The site requested was approved at Meeting No. 103 for British OTU. However since that time the activity has been changed to an Army Advance Twin Engine School.

2. This request was deferred at a previous meeting for coordination with the War Department member, who reported that the Army has no objection to the use of the site by a reasonably limited number of CPT planes.

3. The proposed CPT activity at DODGE CITY will consist of a yearly quota of 90 Army Trainees, utilizing approximately 4 or 5 airplanes.

RECOMMENDATIONS:

That use of the airport at DODGE CITY, KANSAS by the Civilian Pilot Training Program be approved subject to coordination with existing activities.

* * * * * *

2. DANGER AREAS

a. KINGMAN, ARIZONA - GROUND GUNNERY RANGE

Discussion:

The War Department member presented a verbal request for approval of a Ground to Ground Machine Gun Firing Range in the vicinity of KINGMAN, ARIZONA.

Findings:

1. The area desired is described as bounded on the North by Latitude 35° 12' 20"; on the West by Longitude 114° 03' 20"; and on the South and East by the AT & SF Railroad running generally Northeast out of KINGMAN, ARIZONA.

2. CPT operations from the Kingman Airport consist of 30 Army Trainees and 15 Navy Trainees.

RECOMMENDATIONS:

1. That the Ground to Ground Machine Gun Firing Range in the vicinity of KINGMAN, ARIZONA, described as bounded on the North by Latitude 35° 12' 20"; on the West by Longitude 114° 03' 20"; and on the South and East by the AT & SF Railroad running generally Northeast out of KINGMAN, ARIZONA, be approved.

2. That firing from this range be conducted in a direction away from the Kingman Radio Range Station and Light Beacon No. 27.



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3. That arrangements be made to permit the servicing of Light Beacon No. 27 by maintenance personnel of the CAA.

4. That the local Commanding Officer be responsible for the cessation of fire on this range whenever aircraft come within dangerous proximity to the range.

5. That no danger area be established over this range.

* * * * * *

b. FOR ALAMEDA, CALIFORNIA, NAVAL AIR STATION
1. OFF-SHORE AERIAL GUNNERY AND BOMBING
a. SAN LUIS OBISPO, CALIFORNIA
b. SOUTH OF SAN FRANCISCO, CALIFORNIA
c. NORTH OF SAN FRANCISCO, CALIFORNIA

Discussion:

The Secretary of the Board presented a request from the Commanding Officer, Naval Air Station, ALAMEDA, CALIFORNIA for approval of three off-shore Aerial Gunnery and Bombing Ranges in the vicinity of SAN FRANCISCO and SAN LUIS OBISPO, CALIFORNIA.

Findings:

1. The Aerial Gunnery and Bombing Range in the vicinity of SAN LUIS OBISPO, CALIFORNIA is described as bounded by a line beginning at Point San Luis, Latitude 35° 10' N, Longitude 120° 45' W, thence West Southwesterly along a straight line to a point at Latitude 34° 49' N, Longitude 121° 30' W, thence Northwesterly along a straight line to Latitude 35° 10' N, Longitude 122° 00' W, thence due North to Latitude 35° 40' N, thence due East to the California Coast line at Point Piedras Blancas located at Latitude 35° 40' N, Longitude 121° 17' W, thence generally Southeasterly along the California Coast line to Point San Luis and the point of origin.

2. The Aerial Gunnery and Bombing Range South of SAN FRANCISCO, CALIFORNIA is described as an area enclosed by a line beginning at Point Sur, California at Latitude 36° 18' N, Longitude 121° 54' W, thence due West to Longitude 122° 45' W, thence Northwesterly along a straight line to Latitude 36° 45' N, Longitude 123° 35' W, thence due North to Latitude 37° 06', thence North Northeasterly along a straight line to Latitude 37° 30' N, Longitude 123° 20' W, thence due East to the Coast line at Pillar 122° 30' W, thence generally South Southeasterly along the California Coast line to Point Sur and the point of origin.

3. The area described in 2 above includes a major portion of a Danger Area established in Meeting No 65 extending off the California Coast between SAN FRANCISCO and Point Sur.

4. The Aerial Gunnery and Bombing Range North of SAN FRANCISCO, CALIFORNIA is described as bounded by a line beginning at Point Reyes at Latitude 38° 00' N, Longitude 123° 01' 30" W, thence due West to 124° 40' West Longitude thence due North to Latitude 39° 00' N., thence due East to the Coast line at Latitude 39° 00' N, Longitude 123° 42' W, thence generally Southeasterly along the California Coast to Point Reyes and the point of origin.

5. The area described in 4 above almost completely encompasses a previously established Danger Area extending from Bodega Head to Point Reyes.



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RECOMMENDATIONS:

1. That the three Off-Shore Aerial Gunnery and Bombing Ranges described below be approved and be designated Danger Areas:

a. SAN LUIS OBISPO, CALIFORNIA - Bounded by a line beginning at Point San Luis, Latitude 35° 10' N, Longitude 120° 45' W, thence West Southwesterly along a straight line to a point at Latitude 34° 49' N, Longitude 121° 30' W, thence Northwesterly along a straight line to Latitude 35° 10' N, Longitude 122° 00' W, thence due North to Latitude 35° 40' N, thence due East to the California Coast line at Point Piedras Blancas located at Latitude 35° 40' N, Longitude 121° 17' W, thence generally Southeasterly along the California Coast line to Point San Luis and the point of origin.

b. SOUTH OF SAN FRANCISCO, CALIFORNIA - The area enclosed by a line beginning at Point Sur, California at Latitude 36° 18' N, Longitude 121° 54' W, thence due West to Longitude 122° 45' W, thence Northwesterly along a straight line to Latitude 36° 45' N, Longitude 123° 35' W, thence due North to Latitude 37° 06', thence North Northeasterly along a straight line to Latitude 37° 30' N, Longitude 123° 20' W, thence due East to the Coast line at Pillar Point, Latitude 37° 30' N, Longitude 122° 30' W, thence generally South Southeasterly along the California Coast line to Point Sur and the point of origin.

c. NORTH OF SAN FRANCISCO, CALIFORNIA - Bounded by a line beginning at Point Reyes at Latitude 38° 00' N, Longitude 123° 01' 30", W, thence due West to 124° 40' West Longitude thence due North to Latitude 39° 00' N, thence due East to the Coast line at Latitude 39° 00' N, Longitude 123° 42' W, thence generally Southeasterly along the California Coast to Point Reyes and the point of origin.

2. That operations within the area described in 1 a. and b. above be coordinated with existing activities in these areas.

3. That the Danger Areas designated in 1 above be published in CAA Weekly Notices to Airmen and shown on Coast and Geodetic Survey Aeronautical Charts.

* * * * * *

2. DIVE BOMBING TARGETS
   a. ABBOTTS LAGOON, CALIFORNIA
   b. COTATI, CALIFORNIA
   c. SANTA ROSA, CALIFORNIA
   d. YOUNTVILLE, CALIFORNIA
   e. HOLLISTER, CALIFORNIA

Discussion:

The Secretary of the Board presented a request from the Commanding Officer, Naval Air Station, ALAMEDA, CALIFORNIA for approval of 5 sites for Dive Bombing Targets to be used by various Outlying Fields of the Naval Air Station.

Findings:

1. The locations of the Dive Bombing Target Sites are as follows:

a. ABBOTTS LAGOON, CALIFORNIA - Approximately 10 miles Northeast of ANTIOCH, CALIFORNIA, at Latitude 38° 06', Longitude 121° 40'.

b. COTATI, CALIFORNIA - Adjacent to Cotati Outlying Field for the NAS, ALAMEDA, located at Latitude 38° 21', Longitude 122° 44'.



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c. SANTA ROSA, CALIFORNIA - Adjacent to Santa Rosa Outlying Field for NAS, ALAMEDA, located at latitude 38° 26', Longitude 122° 45'.

d. YOUNTVILLE, CALIFORNIA - Adjacent to the Yountville Outlying Field for the NAS, ALAMEDA, located at Latitude 38° 24', Longitude 122° 21'.

e. HOLLISTER, CALIFORNIA - Adjacent to the Hollister Outlying Field for the NAS, ALAMEDA, located at Latitude 36° 56', Longitude 121° 24'.

2. The ground area required for the target in the vicinity of Abbotts Lagoon has not been acquired as yet. Clearance is asked for planning purposes so that the local authorities may carry out negotiations toward acquiring said property with full assurance that use of the target will be approved.

RECOMMENDATIONS:

1. That the sites for Dive Bombing Targets located as follows be approved:

b. COTATI, CALIFORNIA - Adjacent to Cotati Outlying Field located at Latitude 38° 21', Longitude 122° 44'.

c. SANTA ROSA, CALIFORNIA - Adjacent to Santa Rosa Outlying Field located at Latitude 38° 26', Longitude 122° 45'.

d. YOUNTVILLE, CALIFORNIA - Adjacent to Yountville Outlying Field located at Latitude 38° 24', Longitude 122° 21'.

e. HOLLISTER, CALIFORNIA - Adjacent to Hollister Outlying Field located at Latitude 36° 56', Longitude 121° 24'.

2. That circular areas with a three mile radius described around the coordinates given in 1 b., d., and e. above be designated Danger Areas.

3. That the Southwestern half of a circular area with a three mile radius described around the coordinates given in 1 c. above be designated a Danger Area.

4. That the Danger Areas designated in 2 and 3 above be published in CAA Weekly Notices to Airmen and shown on Coast and Geodetic Survey Aeronautical Charts.

5. That a site in the vicinity of ABBOTTS LAGOON, CALIFORNIA be approved for a Dive Bombing Target.

6. That the target in the vicinity of ABBOTTS LAGOON, together with a Danger Area comprising a circle 3 miles in radius be established outside of Green Airway No. 3.

7. That the Flight Information Section of the Civil Aeronautics Administration and the Coast and Geodetic Survey be notified at least 30 days prior to putting said target into use.

8. That upon receipt of notification in Seven (7) above, the Danger Area be published in CAA Weekly Notices to Airmen and shown on Coast and Geodetic Survey Aeronautical Charts.

* * * * * *



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Meeting No. 134 August 12, 1942

3. MEMORANDA FOR THE RECORD

a. BOWLING GREEN, KENTUCKY - LOCATION OF APPROVED SITE

At Meeting No. 63, the LATCB approved a site at BOWLING GREEN, KENTUCKY for use as an AAF Basic and Advanced Flying School, at which time information was not available as to the exact location of the site desired.

Information received from the Director of Base Services indicates that the site to be used will be located at Latitude 36° 58', Longitude 86° 26'.

* * * * * *

b. EVERETT, WASHINGTON - WITHDRAWAL OF REQUEST FOR EXTENSION OF MACHINE GUNNERY RANGE

At Meeting No. 106, the LATCB considered a request for the extension of the EVERETT, WASHINGTON Machine Gunnery Range and recommended that the War Department member endeavor to have the bombing and gunnery range site relocated as recommended by the Board in Meeting No. 68.

The War Department member advises that the 4th Fighter Command, no longer requires an extension to the Gunnery Range per telephone conversation with Colonel McCauley of that Command.

* * * * * *

J B Hartranft Jr.
J. B. Hartranft, Jr.
Capt., AC 8/17/42
Secretary

Earl Steward
E. F. Ward
CAA Representative

Gus Leazar
Gus Leazar
CAB Representative

C B Sober
C. B. Lober
Col., AC
War Department Representative

J B Voit, USNRT
J. B. Voit
Lt. Comdr., USN
Navy Department Representative

The above recommendations are within the policies established by the War Aviation Committee and are approved.

Donald H Connolly
DONALD H. CONNOLLY
Brig. General, U. S. Army
Military Director of Civil Aviation
8/18/42



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INTERDEPARTMENTAL
AIR TRAFFIC CONTROL BOARD
WASHINGTON, D. C.

Meeting No. 135 August 13, 1942

Time: 1:00 p.m. to 5:00 p.m.

Place: IATCB Room, Army Air Forces Annex #1, WASHINGTON, D. C.

Members Present:

Earl F. Ward, CAA, Presiding
C. B. Lober, Col., AC
J. B. Voit, Lt., Comdr., USN
Gus Leazar, CAB

Alternates Present:

C. J. Cornish, Maj., AC
W. J. Taylor, Ensign, USNR

Secretary: J. B. Hartranft, Jr., Capt., AC

Witnesses Appearing:

R. L. Griffith, CAA
R. H. Drake, CPT-CAA
J. R. Yarrow, CAA, Airport Division

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* * * *

1. AIRPORTS

A. ARMY

1. AIR BASES ASSIGNED TO THE FOREIGN SERVICE CONCENTRATION COMMAND AND TROOP CARRIER COMMAND

Discussion:

The Secretary of the Board presented a request from the Director of Base Services for approval of five (5) Army Air Bases for the use of the Foreign Service Concentration Command and one Army Air Base for the use of the Troop Carrier Command.

Findings:

1. The five (5) Army Air Bases listed below have been assigned by the Assistant Chief of the Air Staff to the Foreign Service Concentration Command:

SELFRIDGE FIELD, MICHIGAN
BAER FIELD, FORT WAYNE, INDIANA
SYRACUSE FIELD, SYRACUSE, NEW YORK
KELLOGG FIELD, BATTLE CREEK, MICHIGAN
LOCKBOURNE FIELD, COLUMBUS, OHIO



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2. BOWMAN FIELD, LOUISVILLE, KENTUCKY, has been assigned to the Troop Carrier Command by the Assistant Chief of the Air Staff.

RECOMMENDATIONS:

1. That the following listed Army Air Bases be approved for the use of the Foreign Service Concentration Command:

a. SELFRIDGE FIELD, MICHIGAN
c. BAER FIELD, FORT WAYNE, INDIANA
d. SYRACUSE FIELD, SYRACUSE, NEW YORK
e. KELLOGG FIELD, BATTLE CREEK, MICHIGAN
f. LOCKBOURNE FIELD, COLUMBUS, OHIO

2. That b. BOWMAN FIELD, LOUISVILLE, KENTUCKY, be approved for the use of the Troop Carrier Command.

* * * *

2. SALINAS, CALIFORNIA, SALINAS AIR BASE - GROUND AIR SUPPORT

Discussion:

The Secretary of the Board presented a request from the Director of Base Services for approval of the SALINAS Army Air Base, SALINAS, CALIFORNIA for the use of Ground Air Support units of the 4th Air Force.

Findings:

1. The Salinas Army Air Base is located at Latitude 36° 40', Longitude 121° 36' and is 1½ miles East of SALINAS, CALIFORNIA.

2. At Meeting No. 82, the IATCB cleared the American Legion Airport at MONTEREY for use as a support base. As soon as the proposed Salinas Air Base described above is completed, operations will be removed from the American Legion Field and that field will be used as an Auxiliary or Emergency Field.

3. The Salinas Army Air Base is not within the confines of any civil airway.

RECOMMENDATIONS:

That the Salinas Army Air Base, SALINAS, CALIFORNIA, located at Latitude 36° 40', Longitude 121° 36', 1½ miles East of SALINAS be approved for the use of Ground Air Support units of the 4th Air Force.

* * * *

3. TYLER, TEXAS - MUNICIPAL AIRPORT - MEDIUM BOMBARDMENT COMBAT CREW REPLACEMENT CENTER

Discussion:

The Secretary of the Board presented a request from the Director of Base Services for approval of Tyler Municipal Airport, TYLER, TEXAS, for use by the 3rd Air Force as a Medium Bombardment Combat Crew Replacement Center.

Findings:

1. Tyler Municipal Airport is located at Latitude 95° 24', Longitude 32° 21', 5½ miles West of TYLER, TEXAS.

2. This site is located 8 miles within Red Airway No. 4.



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3. This airport was approved in Meeting No. 61 as a Basic Training School. In Meeting No. 123 a Mechanics School was added.

4. The Military Air Traffic Control Division of the Military Director of Civil Aviation advises that there is no Basic Training at this location at this time.

5. The immediate group going into this site will consist of 166 officers, 466 men, and a squadron of approximately 18 airplanes.

6. There are 20 Army CPT Trainees at TYLER, TEXAS.

RECOMMENDATIONS:

1. That Tyler Municipal Airport, TYLER, TEXAS, located at Longitude 95° 24', Latitude 32° 21', 5½ miles West of TYLER, TEXAS, be approved for use by the 3rd Air Force as a Medium Bombardment Combat Crew Replacement Center subject to coordination with other Army and CPT activities.

* * * *

4. LANGLEY FIELD, VIRGINIA - TACTICAL OPERATIONS

Discussion:

The Secretary of the Board presented a request from the Director of Base Services for approval of LANGLEY FIELD, VIRGINIA for all necessary tactical operations of the 1st Air Force.

RECOMMENDATIONS:

That LANGLEY FIELD, VIRGINIA, be approved for use by the 1st Air Force for all necessary tactical operations.

* * * *

5. LONGVIEW, TEXAS - GREGG COUNTY MUNICIPAL AIRPORT - FIGHTER COMMAND

Discussion:

The Secretary of the Board presented a request from the Director of Base Services for approval of a change of operation and a correction of location of the Gregg County Municipal Airport, LONGVIEW, TEXAS.

Findings:

1. The Gregg County Municipal Airport, LONGVIEW, TEXAS, is located at Latitude 32° 24', Longitude 94° 43', 7½ miles Southeast of LONGVIEW, TEXAS, near ELDERVILLE, TEXAS, and 1½ miles South of the Sabine River.

2. The airport is 8 miles South of Red Airway No. 10.

3. In Meeting No. 63, a training activity site at LONGVIEW, TEXAS, was approved. The exact site was not given but it was assumed by the Director of Base Services that the existing airport was to be used. Later the Board approved an area west of the Texas-Louisiana State line to Longitude 95° for the Navy. The Longview site was included within the area.

4. The Ferrying Command will use this field until it has been activated for the Fighter Command.

5. The Navy advises that they have no objection to the Army using this field provided they are allowed to operate out of HENDERSON, TEXAS, which is already within the area assigned to the Navy.



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Meeting No. 135 August 13, 1942

RECOMMENDATIONS:

That GREGG County Municipal Airport, LONGVIEW, TEXAS, located at Latitude 32° 24', Longitude 94° 43', 7⅞ miles Southeast of LONGVIEW, TEXAS, near ELDERVILLE, TEXAS, and 1½ miles South of the Sabine River, be approved for the operation of the Fighter Command.

* * * *

6. SCRIBNER, NEBRASKA - SECOND AIR FORCE

Discussion:

The Secretary of the Board presented a request from General Olds for the approval of a site in the vicinity of SCRIBNER, NEBRASKA, to be reserved for the use of the 2nd Air Force.

Findings:

1. The exact location of the desired area will be submitted later by the Director of Base Services.

2. The Board does not believe it desirable to allocate vague, undescribed areas for any specific purpose.

3. There appears to be no aerial activity in the vicinity of SCRIBNER, NEBRASKA.

RECOMMENDATIONS:

1. That upon final decision of the Site Selection Board as to the proposed location, the matter be resubmitted to the Board for consideration.

2. That this request be registered on the planning maps of the IATCB and that no conflicting assignment be made until clearance has been made through the War Department member.

7. CLEVELAND, OHIO - CLEVELAND MUNICIPAL AIRPORT - AAF FIRST CONCENTRATION COMMAND

Discussion:

The Secretary of the Board presented a request from the Director of Base Services for approval of the use of the Cleveland Municipal Airport by the Army Air Forces First Concentration Command.

Findings:

1. The Cleveland Municipal Airport, CLEVELAND, OHIO, is located at Latitude 41° 25', Longitude 81° 51', 8½ miles Southwest of Cleveland, and 2 miles North of Berea.

2. This airport is near the center of Green Airway No. 3.

3. The activity to be conducted at this point involves three or 4 squadrons, with from 15 to 25 airplanes per squadron, and may run up to 100 airplanes at times.

4. The Military Air Traffic Control Division of the Military Director of Civil Aviation advises that they have unverified information indicating that the airport is being used as a mechanic's school.

5. There are 40 Army and 30 Navy CPT trainees at this location.



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RECOMMENDATIONS:

1. That the Cleveland Municipal Airport, CLEVELAND, OHIO, located at Latitude 41° 25', Longitude 81° 51', be approved for use by the Army Air Forces First Concentration Command subject to coordination with existing activities, military and civil.

2. That operations from this airport be conducted in accordance with Civil Air Regulations, Part 60 "Air Traffic Rules."

3. AUXILIARY FIELDS
   a. COURTLAND, ALABAMA - COURTLAND ARMY FLYING SCHOOL
      (1) TRINITY AUXILIARY FIELD
      (2) BAY AUXILIARY FIELD

Discussion:

The Secretary of the Board presented a request from the Director of Base Services for approval of two auxiliary fields for use in conjunction with the Courtland Army Flying School, COURTLAND, ALABAMA.

Findings:

1. Trinity Auxiliary Field is located at Latitude 34° 38', Longitude 87° 10', 2 miles East of Hillsboro on the north side of the Southern Railway, and 4 miles West of Trinity, in the center of Blue Airway No. 3.

2. Bay Auxiliary Field is located at Latitude 34° 43', Longitude 87° 16', and 7 miles within Blue Airway No. 3.

RECOMMENDATIONS:

1. That TRINITY AUXILIARY FIELD, located at Latitude 34° 38', Longitude 87° 10', be approved as an auxiliary field for use in conjunction with the Courtland Army Flying School, COURTLAND, ALABAMA.

2. That BAY AUXILIARY FIELD, located at Latitude 34° 43', Longitude 87° 16', be approved as an auxiliary field for use in conjunction with the Courtland Army Flying School, COURTLAND, ALABAMA.

3. That operations from the two above auxiliary fields be conducted in accordance with Civil Air Regulations, Part 60, "Air Traffic Rules."

********************

b. MARIANNA, FLORIDA - AUXILIARY FIELD NO. 2 - ADVANCED FLYING TRAINING

Discussion:

The Secretary of the Board presented a request from the Director of Base Services for approval of the use of Auxiliary Field #2 by the Advanced Flying School, MARIANNA, FLORIDA.

Findings:

1. Auxiliary Field #2 is located at Latitude 30° 59', Longitude 85° 03', 6 miles Northeast of Malone, Florida.

2. It is not within any civil airway.

3. MARIANNA, FLORIDA, was approved for Advanced Single Engine Training in Meeting No. 63.

4. No record is available to the Board on Auxiliary Field #1.



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Meeting No. 135 August 13, 1942

RECOMMENDATIONS:

That Auxiliary Field #2, located at Latitude 30° 59', Longitude 85° 03', be approved for the use of the Advanced Flying School, MARIANNA, FLORIDA.

* * * * * * *

9. DENTON, TEXAS - CIVIL ELEMENTARY TRAINING SCHOOL

Discussion:

The Secretary of the Board presented a request from the Air Forces Flying Training Command, Fort Worth, Texas for approval of the removal of the elementary school at Hicks Field, Texas, to DENTON, TEXAS, and the establishment of a policy that no more activities be authorized in an area to the north of a line between Fort Worth, Texas, and Dallas, Texas.

Findings:

1. The DENTON, TEXAS, Airport located at Latitude 33° 16', Longitude 97° 08', was approved as a site for Civil Elementary Training in Meeting No. 64.

2. At Meeting No. 92 the Board approved a site at EAGLE MOUNTAIN LAKE as a Marine Amphibious Transport Glider Base and set aside the following area for glider training:

> Beginning at a point Latitude 32° 52', Longitude 97° 28' North-Northwest to the town of DECATUR, TEXAS, thence Westerly to the town of JACKSBORO, TEXAS, thence due South to Latitude 32° 52', thence Eastward to the point of origin, including all of BRIDGEPORT LAKE.

3. At Meeting No. 92, the Board also recommended that the Army Representative of the IATCB determine action which the Army can take in the matter of abandoning HICKS FIELD or of eliminating conflict with the proposed Marine Corps Glider activities.

4. At Meeting No. 93, the War Department reported that it was impractical to remove Army activities from Hicks Field and the IATCB recommended:

> "1. That the Army activities from HICKS FIELD, TEXAS, be conducted to the East of a line along Longitude 97° 27' West, between the Southeast corner of EAGLE MOUNTAIN LAKE and a point due east of DECATUR , TEXAS.
>
> "2. That Marine Corps Glider Activities at EAGLE MOUNTAIN LAKE be conducted West of the line described in Paragraph 1 above.

5. Excerpt from letter of the Air Forces Flying Training Command, Fort Worth, Texas, dated July 10, 1942, follows:

> "In view of the congested area and the restrictions which are necessarily placed on Hicks Field operations, it is requested that the following plan be approved and that your office initiate the necessary action to accomplish same.
>
> "a. Have the Marine Corps provide the Defense Plant Corporation with funds for the construction of a new Civil School at Denton, Texas. (Denton has already been cleared by the Interdepartmental Air Traffic Control Board for a Civil School.)



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Meeting No. 135 August 13, 1942

"b. Upon completion of the new school at Denton, release facilities at Hicks Field to the Marine Corps for use in their glider training program.

"c. The school now operating at Hicks Field to move to Denton, Texas.

"d. That no more activities be authorized in the area to the north of the line between Fort Worth and Dallas, in order that the activities of the new school located at Denton will be unrestricted."

6. The offer of the Marine Corps to provide facilities at some other location equivalent to those at Hicks Field, if Hicks Field was turned over to the Marine Corps, was declined by the Army, whereupon the Marine Corps made other provisions for their glider establishment.

RECOMMENDATIONS:

1. That the recommendations contained in Meeting No. 93 of the IATCB be reaffirmed.

2. That there is no objection to the Army Air Forces relocating the activities at HICKS FIELD, TEXAS, at some other location.

NOTE FOR THE RECORD: Any request for activities 35 miles North of a line from Fort Worth, Texas, to Dallas, Texas, will be considered on the individual merits of the case.

* * * * * * * * * * *

10. TEN MISCELLANEOUS SITES.

a. ST. CLOUD, MINNESOTA - OTU 3d AIR FORCE
b. WAUSAU, WISCONSIN - OTU 3d AIR FORCE
c. MARTIN COUNTY, FLORIDA - 1st BOMBER COMMAND
d. FREEHOLD, ASBURY PARK, NEW JERSEY - INTERCEPTOR & AIR SUPPORT
e. GEORGETOWN, DELAWARE - BOMBER & INTERCEPTOR
f. GRAND ISLAND, NEBRASKA - SATELLITE FIELD FOR SIOUX CITY, IOWA, AIR BASE
g. NURSERY, TEXAS - AUXILIARY FIELD
h. WOODWARD AIRPORT, WOODWARD COUNTY, OKLAHOMA - LIGHT BOMBARDMENT OTU
i. REHOBOTH BEACH, DELAWARE - GROUND AIR SUPPORT
j. OCEAN CITY, NEW JERSEY - AIR SUPPORT BASE

Discussion:

The Secretary of the Board presented a request from the Director of Base Services for approval of ten sites for varied Army operations.





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Meeting No. 135 August 13, 1942

| SITE | LOCATION | FINDINGS | RECOMMENDATIONS |
|---|---|---|---|
| a. ST. CLOUD, MINN. | Lat. 45° 30', Long. 94° 7', 50 miles NE of Minneapolis, 5 miles SE of St. Cloud, Minn. | 1. To be used by the 3d Air Force.<br>2. This is a new airport. | That the new airport located at Lat. 45° 30', Long. 94° 07', ST. CLOUD, MINN., be approved for the use of the 3d Air Force. |
| b. WAUSAU, WISCONSIN | Lat. 44° 50', Long. 89° 34', 80 miles W. of Green Bay, 32 miles N. of Wisconsin Rapids. | 1. To be used as an OTU site by the 3d Air Force.<br>2. This is a new airport. | That the new airport located at Lat. 44° 50', Long. 89° 34', WAUSAU, WISCONSIN, be approved for the use of the 3d Air Force. |
| c. MARTIN COUNTY SITE, FLA. | Lat. 27° 5', Long. 80° 15', 26 miles SSE of Ft. Pierce, 15 miles ENE of Indiantown, 28 mis. NNW of W. Palm Beach, 7 miles S. of Stuart | 1. Within Amber Airway No. 7.<br>2. For use of the First Bomber Command | That action on this site be deferred pending statement of policy of War and Navy activities in the state of Florida. |
| d. FREHOLD, ASBURY PARK, NEW JERSEY | Lat. 40° 15', Long. 74° 16', 25 miles E. of Trenton, 31 miles S. of Newark | 1. Within Red Airway No. 3.<br>2. Fighter and Air Support activities. | 1. That the site at FREHOLD, ASBURY PARK, NEW JERSEY, located at 40° 15', Long. 74° 16', be approved for the use of Fighter and Air Support activities.<br>2. That operations conducted from this site be coordinated with the Naval Air Station, Lakehurst, New Jersey.<br>3. That operations be conducted in accordance with Part 60, "Air Traffic Rules" of the Civil Air Regulations. |
| e. GEORGETOWN, DELAWARE | Lat. 38° 41', Long. 75° 23', 35 miles S. of Dover, 25 miles N. of Salisbury, Md. | 1. To be used for Bomber and Fighter operations.<br>2. Appears to be a new site as no airport is shown on the maps. | 1. That the site at GEORGETOWN, DELAWARE, located at Lat. 38° 41', Long. 75° 23', be approved for use by the 1st A.F. in Bomber and Interceptor operations. |
| f. GRAND ISLAND, NEBRASKA | Lat. 40° 57', Long. 98° 20'. | 1. Deferred at Meeting No. 123 pending action of the Site Selection Board.<br>2. For use as a satellite field for Sioux City Air Base, Iowa.<br>3. Approved for the Navy in Meeting 64. | Deferred for coordination of War and Navy Dept. Members. |



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| SITE | LOCATION | FINDINGS | RECOMMENDATIONS |
|---|---|---|---|
| g. NURSERY, TEXAS Auxiliary Field #4 | Lat. 28° 57' Long. 97° 3' 22 miles S. of Yoakum, 16 miles SE of Cuero | 1. Not within any civil airways.<br>2. To be used as auxiliary to Victoria No. 2, Foster Field.<br>3. Auxiliary Fields #1, 2, and 3 have not come up before the B oard. | That Auxiliary Field #4, NURSERY, TEXAS, located at Lat. 28° 57', Long. 97° 3' be approved for use as auxiliary to Victoria No. 2, Foster Field. |
| h. WOODWARD, OKLAHOMA | Lat. 36° 26' Long. 99° 31' 90 miles W. of Enid, 28 miles NE of Shattuck. | For use by 3d Air Force - Light Bomb. OTU. | Deferred for coordination of War and Navy Dept. Members. |
| i. REHOBOTH BEACH, DEL. | Lat. 38° 43' Long. 75° 07' 17 miles E. of Georgetown, Del. 6 miles S. of Cape Henlopen | 1. Civil Air Patrol operations Base<br>2. To be used for Air Support. | That the site at REHOBOTH BEACH, DELAWARE, located at Lat. 38° 43', Long. 75° 07' be approved for use of 1st Air Force Air Support operations, subject to coordination with existing activities. |
| j. OCEAN CITY, NEW JERSEY | Lat. 39° 17' Long. 74° 35' 37 miles E. of Bridgetown, 10 miles S. of Atlantic City, 30 miles NE of Cape May. | To be used for Air Support activities of 1st Air Force. | That the site at OCEAN CITY, NEW JERSEY, located at Lat. 39° 17', Long. 74° 35', be approved for use of the 1st Air Force for Air Support operations. |

B. NAVY

1. OUTLYING FIELDS

a. NINE OUTLYING FIELDS FOR NORMAN, OKLAHOMA, NAS

1. #09807
2. #05007
3. #02406
4. #28816
5. #25916
6. #18511
7. #14514
8. #14417
9. #14011

Discussion:

The Secretary of the Board presented a request from the Navy Member for approval of the use of nine outlying fields to serve the NORMAN, OKLAHOMA, Naval Reserve Aviation Base to be used for Primary Training.



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Meeting No. 135 August 13, 1942

Findings:

1. The 9 sites requested are described as follows:

a. Field No. 09807 is located at Latitude 35° 13', Longitude 97° 22', and is not on any civil airway.

b. Field No. 05007 is located at Latitude 35° 18', Longitude 97° 23', Southeast of Amber Airway No. 4.

c. Field No. 02406 is located at Latitude 35° 19', Longitude 97° 26', within Amber Airway No. 4.

d. Field No. 28816 is located at Latitude 35° 19', Longitude 97° 45' within the West boundary of Amber Airway No. 4.

e. Field No. 25916 is located at Latitude 35° 12', Longitude 97° 46'. The site at the location described as Field No. 25916 was previously approved by the Board in Meeting Number 117 as Site Number 24917. This latter site has been replotted. The field is within Amber Airway No. 4.

f. Field No. 18511 is located at Latitude 35° 04', Longitude 97°, within Amber Airway No. 4, and one and one-half miles of the Southeast leg of the Oklahoma City radio range.

g. Field No. 14514 is located at Latitude 35° 04', Longitude 97° 21'; not within any civil airway.

h. Field No. 14417 is located at Latitude 35° 02', Longitude 97° 18' not within any civil airway.

i. Field No. 14011 is located at Latitude 35° 07', Longitude 97° 21' not within any civil airway.

2. Fields No. 14417, 14514, 14011 are located on the Navy side of the dividing line established in Meeting No. 58 extending along the railroad between Shawnee and Holdenville, Oklahoma.

RECOMMENDATIONS:

1. That the following sites be approved as Outlying Fields for the NORMAN, OKLAHOMA, Naval Reserve Aviation Base:

| | | Latitude | Longitude |
|---|---|---|---|
| a. | Field No. 09807 | 35° 13' | 97°22' |
| b. | Field No. 05007 | 35° 18' | 97°23' |
| c. | Field No. 02406 | 35° 19' | 97°26' |
| d. | Field No. 28816 | 35° 19' | 97°45' |
| e. | Field No. 25916 | 35° 12' | 97°46' |
| f. | Field No. 18511 | 35° 04' | 97° |
| g. | Field No. 14514 | 35° 04' | 97°21' |
| h. | Field No. 14417 | 35° 02' | 97°18' |
| i. | Field No. 14011 | 35° 07' | 97°21' |

2. That operations from Fields No. 05007, 02406, 28816, 25916, and 18511, are to be conducted in accordance with Civil Air Regulations, Part 60 "Air Traffic Rules".

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Meeting No. 135 August 13, 1942

b. GLENVIEW, CHICAGO, ILLINOIS - NRAB

Discussion:

The Secretary of the Board presented a request from the Navy Member for the approval of the use of Outlying Field No. 26315, at GLENVIEW, CHICAGO, ILLINOIS, for the use of the Naval Reserve Aviation Base.

Findings:

1. Field No. 26315 is located at Latitude 42° 04', Longitude 88° 05'.

2. It is within Red Airway No. 14 as presently located.

RECOMMENDATIONS:

1. That Outlying Field No. 26315, at GLENVIEW, CHICAGO, ILLINOIS, located at Latitude 42° 04', Longitude 88° 05', be approved for the use of the Naval Reserve Aviation Base.

2. That operations be conducted in accordance with Civil Air Regulations, * * * * * * * * Part 60 (Air Traffic Rules).

c. HENDERSON, TEXAS - NRAB OUTLYING FIELD

Discussion:

The Secretary of the Board presented the verbal request of the Navy Department Alternate for approval of the use of HENDERSON, TEXAS, as an outlying field for the proposed Clinton, Oklahoma, Drone Program Base.

Findings:

1. The site at HENDERSON, TEXAS, is located at Latitude 32° 10' North, Longitude 94° 50' West, approximately 2 miles Northwest of the town of Henderson, Texas.

2. The proposed HENDERSON, TEXAS, outlying field is within an area previously allocated for Navy use.

RECOMMENDATIONS:

That the HENDERSON, TEXAS, outlying field, located at Latitude 32° 10' Longitude 94° 50', be approved for the use of the proposed CLINTON, OKLAHOMA, Drone Program Base.

* * * * * * * *

C. CIVIL
1. BALTIMORE, MARYLAND - CURTISS-WRIGHT AIRPORT
2. HANOVER, PENNSYLVANIA - DEVEMER AIRPORT

Discussion:

The Secretary of the Board presented a request from the Director of Civilian Pilot Training for the approval of the use of the Curtiss-Wright Airport, BALTIMORE, MARYLAND, for overhauling activities, and the use of the DEVEMER AIRPORT, HANOVER, PENNSYLVANIA, for flight operations, in connection with the Baltimore School of Aeronautics, Inc.



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Meeting No. 135 August 13, 1942

Findings:

1. The Curtiss-Wright Airport, BALTIMORE, MARYLAND, is used to maintain overhauling facilities and for ground school operations in connection with training activities for an estimated 306 Army and Navy students yearly at Devoner Airport, HANOVER, PENNSYLVANIA.

2. Flight operations and ordinary maintenance work will be conducted at Devoner Airport, HANOVER, PENNSYLVANIA, and the area adjacent to the airport, described as follows:

> Bounded by a line beginning at Gettysburg, northeasterly to Abbottstown, then southeasterly to New Freedom, southwesterly to Westminister, then northwesterly to point of origin.

3. Airplanes to be overhauled will be carried by truck from the Devoner Airport to the Curtiss-Wright Airport.

RECOMMENDATIONS:

1. That Civilian Pilot Training operators be permitted to continue maintenance and overhauling work at the Curtiss-Wright Airport, BALTIMORE, MARYLAND.

2. That the use of Devoner Airport, HANOVER, PENNSYLVANIA, for flight operations of the Baltimore School of Aeronautics, Inc., be approved.

3. That the area described as bounded by a line beginning at Gettysburg, northeasterly to Abbottstown, then southeasterly to New Freedom, southwesterly to Westminister, then northwesterly to point of origin, be set aside for Civil Pilot Training operations.

* * * * * * * * * * *

3. WENATCHEE, WASHINGTON - CPT FLIGHT TRAINING

Discussion:

The Secretary of the Board presented a request from the CAA Member for approval of a Civilian Pilot Training area in the vicinity of WENATCHEE, WASHINGTON.

Findings:

1. The area requested is that portion of a circle having a 25 mile radius described above the Fancher Airport, WENATCHEE, WASHINGTON, south of Latitude 47° 30' North.

2. The following Civilian Pilot Trainees are enrolled for training on this field:

| No. of Trainees | Course |
|---|---|
| 20 | Navy V-5 Primaries |
| 30 | Army Primaries |
| 6 | Cross Country Type B |
| 5 | Army Secondary |
| 10 | Army Instructor |
| 10 | Navy Instructor |
| 81 Total | |
| 486 Yearly Quota | |



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Meeting No. 135 August 13, 1942

3. The following radiogram from General Olds in response to an inquiry from the War Department member was introduced:

"* * * If flight operations of proposed CPT Program are conducted west of Longitude 120° 5', there will be no conflict with Second Air Force operations at Ephrata."

RECOMMENDATIONS:

1. That an area consisting of that portion of a circle of 25 miles radius described above the Fancher Airport, WENATCHEE, WASHINGTON, which lies West of 120° 5' and South of Latitude 74° 30' North, and in addition the area North of such latitude, East of the Columbia River and West of Longitude 120° 5', be approved and set aside for Civilian Pilot Training operations.

* * * * * * * * * * *

2. KANSAS - FLIGHT TRAINING AREA FOR 2d AIR FORCE.

Discussion:

The Secretary of the Board presented a request from Captain Hochman, A.C., for approval of a temporary reserved area in the State of Kansas for the use of the Second Air Force.

Findings:

1. The area to be reserved is described as follows:

An area bounded on the North by Green Airway No. 3, on the West by Longitude 102° , on the South by Latitude 37° , on the East by Longitude 93° .

2. This area is to be held for the Second Air Force pending the report by Site Selection Board which will make an inspection of this area and decide what portion of it will be used.

3. The description as contained above is a general description and is not intended to encroach on any territory assigned to the Navy.

4. The Secretary of the Board has on hand a request from the Second Air Force setting up reservations for planning purposes in this approximate area. This reservation, if approved, cover practically all of the reservation requested in the present meeting.

RECOMMENDATIONS:

That the temporary reservation of an area in the State of Kansas described as bounded on the North by Green Airway No. 3, on the West by Longitude 102°, on the



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Meeting No. 135 August 13, 1942

South by Latitude 37° , on the East by Longitude 93° , for the use of the Second Air Force, be deferred pending consideration of the larger area requested by the Second Air Force.

* * * * * * * * * * *

J. B. Hertranft, Jr.,
Captain, A.C.
Secretary

E. F. Ward,
C.A.A Representative

C. B. Lober,
Colonel, A.C.
War Department Representative

J. B. Voit,
Lt. Comdr., USN
Navy Department Representative

Gus Lenzer
CAB Representative

The above recommendations are within the policies established by the ~~WAR AVIATION COMMITTEE~~ and are approved.

DONALD H. CONNOLLY
Brigadier General, U. S. Army
Military Director of Civil Aviation



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INTERDEPARTMENTAL
AIR TRAFFIC CONTROL BOARD
Washington, D. C.

August 14, 1942

Meeting No. 136-A.

Time: 1:00 P.M. to 5:00 P.M.

Place: IATCB Room, Army Air Forces, Annex #1, Washington, D. C.

Members Present:

Earl F. Ward, CAA, Presiding
C. B. Lober, Colonel, AC
J. B. Voit, Lt. Comdr., USN

Alternates Present:

J. W. Lankford, CAB

Secretary:

J. B. Hartranft, Jr., Capt., AC

Witnesses Appearing:

Walter R. York, Capt., AC, Second Air Force
W. A. Miller, Major, AC, Second Air Force
J. J. LaRoche, AC, A-3
R. H. Drake, CPT-CAA
R. L. Griffith, CAA
E. W. Piltz, CAA

SUBJECTS:

AIRPORTS: SECOND AIR FORCE, HEAVY BOMBARDMENT OTU.

A. McCOOK, NEBRASKA
B. KEARNEY, NEBRASKA
C. HARVARD, NEBRASKA
D. FAIRMONT, NEBRASKA
E. TOPEKA, KANSAS
F. HERRINGTON, KANSAS
G. GRAND ISLAND, NEBRASKA
H. RAPID CITY, SOUTH DAKOTA
I. DAYKIN, NEBRASKA
J. HAYS, KANSAS
K. MADRAS, OREGON
L. SALINA, KANSAS
M. SIOUX CITY, IOWA
N. GREAT BEND, KANSAS
O. McPHERSON, KANSAS
P. NEWTON, KANSAS
Q. LYONS, KANSAS

* * * * *

AIRPORTS: SECOND AIR FORCE, HEAVY BOMBARDMENT OTU.

Discussion:

The Secretary of the Board resubmitted the request from the Second Air Force for approval of airport sites for use as Heavy Bombardment Operational Training Units, previously deferred at Meeting No. 123, dated July 23, 1942, pending full coordination with Naval activities previously assigned to certain of these areas.

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FINDINGS AND RECOMMENDATIONS:

| SITE | FINDINGS | RECOMMENDATIONS |
|---|---|---|
| A. McCOOK, NEBRASKA. | | Approved. |
| B. KEARNEY, NEBRASKA | | Approved. |
| C. HARVARD, NEBRASKA | Approved at Meeting No. 132 for use by the Second Air Force. | |
| D. FAIRMONT, NEBRASKA | Approved at Meeting No. 132 for use by the Second Air Force. | |
| E. TOPEKA, KANSAS. | | Approved. |
| F. HERINGTON, KANSAS | | Approved. |
| G. GRAND ISLAND, NEBRASKA. | Assigned to the Navy at Meeting No. 64 but was withdrawn at Meeting No. 123. | Approved. |
| H. RAPID CITY, S.D. | | Approved. |
| I. DAYKIN, NEBRASKA. | At Meeting No. 132, BRUNING, NEBRASKA was approved for use by the Second Air Force in lieu of DAYKIN, NEBRASKA | |
| J. HAYS, KANSAS. | At Meeting No. 132, WALKER, KANSAS was approved for use by the Second Air Force; this site is the same as the site at HAYS, KANSAS. | |
| K. MADRAS, OREGON. | Approved at Meeting No. 133, dated August 11, 1942, for use by the Second Air Force. | |
| L. SALINA, KANSAS. | | Approved. |
| M. SIOUX CITY, IOWA | | Approved. |
| N. GREAT BEND, KANSAS. | 1. This site lies within an area previously set aside for Navy activities at Meeting No. 78.<br>2. The Navy Department is willing to relinquish that portion of the area set aside in Meeting No. 78 which lies West of a circle of 38 mile radius drawn about the NRAB at HUTCHINSON, KANSAS. | Approved. |



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| SITE | FINDINGS | RECOMMENDATIONS |
|---|---|---|
| O. McPHERSON, KANSAS | This site lies within an area set aside for Naval activities at Meeting No. 78. | Disapproved. |
| P. NEWTON, KANSAS | " | Disapproved. |
| Q. LYONS, KANSAS | " | Disapproved. |

* * * * *

J. B. HARTRANFT, JR.,
Captain, A.C.,
Secretary.

EARL F. WARD,
CAA Representative.

GUS LEAZAR
CAB Representative

for C. B. LOBER,
Colonel, A. C.,
War Department Representative.

J. B. VOIT,
Lt. Comdr., U.S.N.,
Navy Representative.

The above recommendations are within the policies of the WAR AVIATION COMMITTEE and are approved.

For the WAR AVIATION COMMITTEE: Donavin Miller, Lt. Col., A.C.,
Acting Executive, MDCA.

DONALD H. CONNOLLY,
Brig. General, U. S. Army,
Military Director of Civil Aviation.

* (Telephone authorization 8/15/42 granted Secretary of the IATCB for signature of CAA, CAB, and Navy members of the Board. REFERENCE: IATCB Telephone Diary.)



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INTERDEPARTMENTAL
AIR TRAFFIC CONTROL BOARD
Washington, D. C.

August 14, 1942

Meeting No. 136-B.

Time: 1:00 P.M. to 5:00 P.M.

Place: IATCB Room, Army Air Forces Annex #1, Washington, D. C.

Members Present:

Earl F. Ward, CAA, Presiding
C. B. Lober, Colonel, AC
J. B. Voit, Lt. Comdr., USN

Alternates Present:

J. W. Lankford, CAB

Secretary:

J. D. Hartranft, Jr., Capt., AC

Witnesses Appearing:

R. H. Drake, CPT-CAA
E. W. Piltz, CAA
R. L. Griffith, CAA
Walter R. York, Capt., AC, Second Air Force.
J. J. LaRoche, Capt., AC, A-3
W. J. Mackenzie, CAA
David Nelson, CAA
W. A. Miller, Major, AC, 2d Air Force.

SUBJECTS:


| | | Page Number |
|---|---|---|
| 1. | FLIGHT TRAINING AREA: ELK CITY, OKLAHOMA | 1 |
| 2. | AIRPORTS: | |
| A. | PASCO, WASHINGTON - NAVY OUTLYING FIELD | 2 |
| B. | CLINTON, OKLAHOMA - AUXILIARY FIELD, OTU | 3 |
| C. | WOODWARD, OKLAHOMA - LIGHT BOMBARDMENT OTU | 3 |
| D. | HOBART, OKLAHOMA - AUXILIARY FIELD | 3 |
| E. | GAGE, OKLAHOMA - THIRD AIR FORCE | 4 |
| F. | VICHENS, MISSOURI - NAVY AUXILIARY FIELD | 4 |
| 3. | DANGER AREA - ELK CITY, OKLAHOMA | 5 |
| 4. | REROUTING LOVE FIELD TRAFFIC AROUND MAGNOLIA, TEXAS | 5 |
| 5. | CAPTIVE BALLOON FLIGHTS - PENNSYLVANIA STATE COLLEGE | 66 |
| 6. | RESERVATION OF OPERATIONAL TRAINING AREAS - 2ND AIR FORCE | 6 |


* * * * *

SUBJECTS:

1. FLIGHT TRAINING AREA - ELK CITY, OKLAHOMA.

Discussion:

The Secretary of the Board presented a request from the Navy Member for approval of the reservation of a site and an area for operational training purposes in the vicinity of ELK CITY, OKLAHOMA.

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Findings:

1. The proposed area is described as follows:

Bounded on the South by Latitude 35° 05'; on the West by Longitude 100° 30'; on the North by the South edge of Green Airway No. 4 and the CIMMARON RIVER; and on the East by Longitude 98° 30'.

2. The proposed site to be used as a Base of Operations is located at Latitude 35° 22', Longitude 99° 12', approximately 7 miles North-Northwest of DILL, and 12 miles East-Southeast of ELK CITY, OKLAHOMA.

RECOMMENDATIONS:

1. That the following described area be approved for Navy Operational Training purposes:

Bounded on the South by Latitude 35° 05'; on the West by Longitude 100° 30'; on the North by the South edge of Green Airway No. 4 and the CIMMARON RIVER; and on the East by Longitude 98° 30'.

2. That a site located at Latitude 35 22', Longitude 99 12', approximately 7 miles North-Northwest of DILL, and 12 miles East-Southeast of ELK CITY, OKLAHOMA, be approved as a Base of Operations.

* * * * * * *

2. AIRPORTS:

A. PASCO, WASHINGTON - PROPOSED AREA FOR THE NRAB.

Discussion:

The Secretary of the Board presented a request from the Navy member for approval of an area to be used for air activities in connection with the Primary Training Program at the Naval Reserve Aviation Base, PASCO, WASHINGTON.

Findings:

1. The proposed area is described as follows:

Bounded by a line beginning at BEND, WASHINGTON, thence Southeast on a straight line for a distance of 40 miles to BENTON CITY, WASHINGTON; thence Southeast on a straight line for a distance of 39 miles to HOLDMAN, OREGON; thence Northeast, on a straight line, for a distance of 36 miles to LAMAR, WASHINGTON; thence Northwest on a straight line for a distance of 48 miles to BRUCE, WASHINGTON and thence West-Southwest in a straight line for a distance of 22½ miles to BEND, WASHINGTON, the point of origin.

2. At Meeting No. 123, dated July 23, 1942, six sites were approved as outlying fields for the Naval Reserve Aviation Base at PASCO, WASHINGTON.

RECOMMENDATIONS:

That the following described area be approved for air activities in connection with the Primary Training Program at the Naval Reserve Aviation Base, PASCO, WASHINGTON:

Bounded by a line beginning at BEND, WASHINGTON; thence Southeast on a straight line for a distance of 40 miles to BENTON CITY, WASHINGTON; thence Southeast on a straight line for a distance of 39 miles to HOLDMAN, OREGON; thence Northeast, on a straight line, for a distance of 36 miles to LAMAR, WASHINGTON;



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thence Northwest on a straight line for a distance of 48 miles to BRUCE, WASHINGTON, and thence West-Southwest in a straight line for a distance of 22½ miles to BEND, WASHINGTON, the point of origin.

---

B. CLINTON, OKLAHOMA - AUXILIARY FIELD, OTU.

Discussion:

The Secretary of the Board presented a request from the Director of Base Services for approval of a site at CLINTON, OKLAHOMA for use as an OTU auxiliary field.

Findings:

1. The proposed site, Clinton Site "A" (Midway Airport), is located at Latitude 35° 32', Longitude 98° 55', 1½ miles Northeast of CLINTON, OKLAHOMA, 2 miles North of Red Airway No. 24.

2. This site lies within the area assigned to the Navy in Subject 1, above.

RECOMMENDATIONS:

That the site located at latitude 35° 32', Longitude 98° 55', 1½ miles Northeast of CLINTON, OKLAHOMA be disapproved.

---

C. WOODWARD, OKLAHOMA - LIGHT BOMBARDMENT OTU, THIRD AIR FORCE.

Discussion:

The Secretary of the Board resubmitted the request from the Director of Base Services for approval of a site at WOODWARD COUNTY, OKLAHOMA for use by the Third Air Force for light bombardment.

Findings:

1. The proposed site was deferred at Meeting No. 135, dated August 13, 1942, for coordination between the Army and Navy members of the LATCB.

2. This site is located within Green Airway No. 4.

RECOMMENDATIONS:

1. That a site located at latitude 36° 25', Longitude 99° 25' be approved for Light Bombardment, OTU, for use by the Third Air Force.

2. That operations from this field be conducted in accordance with Civil Air Regulations, Part 60 (Air Traffic Rules).

---

D. HOBART, OKLAHOMA - LIGHT BOMBARDMENT OTU AUXILIARY FIELD.

Discussion:

The Secretary of the Board presented a request from the Director of Base Services for approval of a site near HOBART, OKLAHOMA for use as a light bombardment OTU auxiliary field to Will Rogers Field.



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Findings:

1. The proposed site is located near HOBART, OKLAHOMA at Latitude 34° 59', Longitude 99° 04', 2 miles Southeast of HOBART, 28 miles Northeast of ALTUS, and 36 miles South of CLINTON, OKLAHOMA.

2. This site is also desired by the training activities based at ALTUS, OKLAHOMA.

RECOMMENDATIONS:

1. That a site located near HOBART, OKLAHOMA at Latitude 34° 59', Longitude 99° 04' be approved for use by the Army Air Forces.

2. That the Assistant Chief of Air Staff, A-3, determine which of the two activities will be assigned the proposed site.

---

E. GAGE, OKLAHOMA - THIRD AIR FORCE.

Discussion:

The Secretary of the Board resubmitted a request from the Director of Base Services for approval of a site near GAGE, OKLAHOMA for use by the Third Air Force.

Findings:

1. The proposed site was deferred at Meeting No. 132, dated August 10, 1942, for coordination by the Army and Navy members of the LATCB.

2. This site is located at Latitude 36° 18', Longitude 99° 47', within Green Airway No. 4.

RECOMMENDATIONS:

1. That a site located near GAGE, OKLAHOMA at Latitude 36° 18', Longitude 99° 47' be approved for use by the Third Air Force.

2. That operations from this field be conducted in accordance with Civil Air Regulations, Part 60 (Air Traffic Rules).

---

F. MACHENS, MISSOURI - NAVY AUXILLARY FIELD.

Discussion:

The Secretary of the Board presented a verbal request from the Navy member for approval of a site at MACHENS, MISSOURI for use as an auxiliary field to serve the Naval Reserve Aviation Base at ST. LOUIS, MISSOURI.

Findings:

1. The proposed site was disapproved at Meeting No. 98-C-4, dated June 10, 1942, as it was located directly on the North leg of the St. Louis Radio Range, approximately 9½ miles North of the Radio Range station and 3 miles West of the proposed relocation of the North leg of the St. Louis Radio Range.

2. The realignment of the North leg of the St. Louis Radio Range 15° toward the East was accomplished August 10, 1942.



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RECOMMENDATIONS:

That a site near MILDRENS, MISSOURI at Latitude 38° 55', Longitude 90° 20', 3 miles West of the relocated North leg of the St. Louis Radio Range, be approved as an auxiliary field to serve the Naval Reserve Aviation Base at ST. LOUIS, MISSOURI.

* * * * *

3. DANGER AREA: ELK CITY, OKLAHOMA - TRIANGULAR DIVISION SITE.

Discussion:

The Secretary of the Board presented a request from the Corps of Engineers for approval of a Triangular Division Camp Site in the vicinity of ELK CITY, OKLAHOMA.

Findings:

1. The proposed site is described as follows:

   Beginning at the town of CHEYENNE; thence due East along the CHEYENNE-HAMMON highway to the town of HAMMON at the N.K.&T. Railroad; thence Southerly along said railroad to the point due East of the town of BERLIN; thence due West to the town of BERLIN; thence Northerly along highway 283 to the town of CHEYENNE and the point of origin.

2. The lower portion of the proposed area is located within Red Airway No. 24.

3. This site lies within the area assigned to the Navy in Subject 1, above.

RECOMMENDATIONS:

That the request for approval of a Triangular Division Camp Site in the vicinity of ELK CITY, OKLAHOMA be disapproved.

* * * * *

4. REROUTING LOVE FIELD TRAFFIC AROUND MAGNOLIA, TEXAS.

Discussion:

The Secretary of the Board presented a request from the C.A.A member, received from the Magnolia Petroleum Company near DALLAS, TEXAS requesting that military pilots refrain from flying over this plant.

Findings:

The Magnolia Petroleum Experimental Station is located approximately 10 miles South of Love Field and about 3 miles Southeast of Hensley Field.

RECOMMENDATIONS:

That the War and Navy Departments request their pilots to refrain from flying over the Magnolia Petroleum Company Experimental Station located approximately 3 miles Southeast of Hensley Field and approximately 10 miles South of Love Field, DALLAS, TEXAS.

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5. CAPTIVE BALLOON FLIGHTS - PENNSYLVANIA STATE COLLEGE.

Discussion:

The Secretary of the Board presented a request to fly captive balloons in connections with experimental work being done for the U. S. Army Signal Corps at the PENNSYLVANIA State College.

Findings:

1. The captive balloons will be flown at a site located at Latitude 40° 47', Longitude 77° 51', which is within a Civil Airway.

2. These balloons are to be used experimentally with instrument equipment as captive balloons. This work is under the supervision of the Signal Corps.

RECOMMENDATIONS:

That Mr. Mackenzie, CAA, obtain information relative to the hours of such balloon flights; number per day; altitudes; etc.

* * * * *

6. RESERVATION OF OPERATIONAL TRAINING AREAS - SECOND AIR FORCE.

Discussion:

The representatives of the Second Air Force presented through the Army member a plan of proposed locations of activities for the Second Air Force, accompanied by a chart illustrating this plan.

~~The IATCB has recognized this chart and will give it full consideration in~~ the future planning of activities involving the use of the airspace in those areas.

* * * * *

J. B. HARTRANFT, JR.,
Captain, A. C.,
Secretary.

EARL F. WARD,
CAA Representative.

GUS LEAZAR,
CAB Representative.

C. E. LOBER,
Colonel, A. C.,
War Department Representative.

J. B. VOIT,
Lt. Comdr., USN,
Navy Representative.

The above recommendations are within the policies established by the WAR AVIATION COMMITTEE and are approved.

DONALD H. CONNOLLY,
Brig. General, U. S. Army,
Military Director of Civil Aviation.



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INTERDEPARTMENTAL
AIR TRAFFIC CONTROL BOARD
Washington, D. C.

Meeting No. 137 — August 17, 1942

Time: 1:00 P.M. to 5:00 P.M.

Place: IATCB Room, Army Air Forces Annex #1, WASHINGTON, D. C.

Members Present:

Earl F. Ward, CAA, Presiding
C. B. Lober, Colonel, A.C.

Alternates Present:

W. F. Taylor, Ensign, USNR
J. W. Lankford, CAB

Secretary:

J. B. Hartranft, Jr., Major, A.C.

Witnesses Appearing:

E. W. Piltz, CAA
R. H. Drake, CPT-CAA
J. R. Yarrow, CAA

SUBJECTS:


Page No.

1. AIRPORTS:

A. GREENVILLE, MISSISSIPPI - GREENVILLE ARMY FLYING SCHOOL - AUXILLARY FIELDS . . . . . 2

(1) WALKER TRACT
(2) KIMBROUGH TRACT

B. KALAMAZOO, MICHIGAN - MUNICIPAL AIRPORT - TACTICAL GROUP . . . . . 3
C. STUTTGART, ARKANSAS - STUTTGART ARMY FLYING SCHOOL . . . . . 3

(1) GOLDMAN AUXILLARY FIELD
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1. AIRPORTS

A. GREENVILLE, MISSISSIPPI - GREENVILLE ARMY FLYING SCHOOL - AUXILIARY FIELDS
(1) WALKER TRACT
(2) KIMBROUGH TRACT

Discussion:

The Secretary of the Board presented a request from the Director of Base Services for the approval of the use of two auxiliary fields for the Greenville Army Flying School, GREENVILLE, MISSISSIPPI.

Findings:

1. Auxiliary Field #1, known as the Walker Tract, is located at Latitude 33° 26', Longitude 90° 51' 30", 11½ miles East and North of GREENVILLE, MISSISSIPPI. This site is shown on Sectional Aeronautical Chart as the Cole Airport.

2. Auxiliary Field #2, known as the Kimbrough Tract, is located at Latitude 33° 20', Longitude 91° 11', in CHICOT COUNTY, ARKANSAS, approximately 9 miles Southwest of GREENVILLE, MISSISSIPPI.

3. GREENVILLE, MISSISSIPPI, located at Latitude 33° 25', Longitude 91°, has been carried on the records of the IATCB as a basic training school, and no record is available that action has been taken by the Board to approve this site or the Greenville Army Flying School.

4. None of the above mentioned sites are on any civil airway.

RECOMMENDATIONS:

1. That Auxiliary Field #1, known as the Walker Tract, located at Latitude 33° 26', Longitude 90° 51' 30", be approved for the use of the Greenville Army Flying School, GREENVILLE, MISSISSIPPI.

2. That Auxiliary Field #2, known as the Kimbrough Tract, located at Latitude 33° 20', Longitude 91° 11', in CHICOT COUNTY, ARKANSAS, be approved for the use of the Greenville Flying School, GREENVILLE, MISSISSIPPI.

3. That the Main Base for the Greenville Army Flying School, GREENVILLE, MISSISSIPPI, located at Latitude 33° 25', Longitude 91°, be approved as a Basic Training School.



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B. KALAMAZOO, MICHIGAN - MUNICIPAL AIRPORT - TACTICAL GROUP

Discussion:

The Secretary of the Board presented a request from the Director of Base Services for approval of the use of the Kalamazoo Municipal Airport, KALAMAZOO, MICHIGAN, by an Army Air Forces group of a tactical nature.

Findings:

1. The Kalamazoo Municipal Airport, KALAMAZOO, MICHIGAN, is located at Latitude 42° 14', Longitude 85° 33', just outside the East boundary of Red Airway No. 19.

2. This site was approved in Meeting No. 80 as a temporary Ground Air Support Base to operate for a period of approximately 4 months.

3. It is expected the airport will be used by an AAF group of a tactical nature consisting of a Composite Group of 4 squadrons with 1st and 2nd echelon maintenance.

4. CPT operations at Kalamazoo, Michigan, consist of 10 Army and 10 Navy trainees.

RECOMMENDATIONS:

1. That the Kalamazoo Municipal Airport, KALAMAZOO, MICHIGAN, located at Latitude 42° 14', Longitude 85° 33', be approved for use by an Army Air Forces group of a tactical nature, subject to coordination with existing CPT and other activities.

2. That the Kalamazoo Municipal Airport, KALAMAZOO, MICHIGAN, remain available for the use of transient aircraft.

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C. STUTTGART, ARKANSAS - STUTTGART ARMY FLYING SCHOOL
(1) GOLDMAN AUXILLARY FIELD
(2) PRAIRIEVILLE, AUXILLARY FIELD

Discussion:

The Secretary of the Board presented a request from the Director of Base Services for approval of the use of two auxiliary fields in conjunction with the Stuttgart Army Flying School.

Findings:

1. Goldman Auxiliary Field, STUTTGART, ARKANSAS, is located at Latitude 34° 25', Longitude 91° 35', 5 miles southwest of Stuttgart and 15 miles south of Green Airway No. 4.

2. Prairieville Auxiliary Field, STUTTGART, ARKANSAS, is located at Latitude 34° 25', Longitude 91° 27', 5 miles southeast of Stuttgart, and 18 miles South of Green Airway No. 4.

3. STUTTGART, ARKANSAS, was approved as an Army Basic or Advanced Training Area in Meeting No. 63.

4. At Meeting No. 109, the Board recommended the approval of three auxiliary landing fields to be used in connection with Advanced Twin Engine Training School at STUTTGART, ARKANSAS; namely, Carlisle, Hazen, and Rice Auxiliary Fields.

5. Stuttgart Army Flying School, STUTTGART, ARKANSAS, is located at Latitude 34° 35', Longitude 91° 35', 6 miles north of Stuttgart, on the west side of the highway.



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RECOMMENDATIONS:

1. That Goldman Auxiliary Field, STUTTGART, ARKANSAS, located at Latitude 34° 25', Longitude 91° 35', be approved for use in conjunction with the Stuttgart Army Flying School.

2. That Prairieville Auxiliary Field, STUTTGART, ARKANSAS, located at Latitude 34° 25', Longitude 91° 27', be approved for use in conjunction with the Stuttgart Army Flying School.

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D. DOUGLAS, ARIZONA - ADVANCED FLYING SCHOOL - AUXILLARY FIELD

Discussion:

The Secretary of the Board presented a request from the Commanding Officer, Luke Field, Phoenix, Arizona, for approval of the use of an auxiliary field (#A-3) for the DOUGLAS, ARIZONA, Air Base.

Findings:

Auxiliary Field #A-3 lies adjacent to and on the west side of State Highway No. 666 and 21 miles north of the Douglas Air Base.

RECOMMENDATIONS:

1. That Auxiliary Field #A-3, DOUGLAS, ARIZONA, which lies adjacent to and on the west side of State Highway No. 666 and 21 miles north of the Douglas Air Base, was approved for use by the Douglas Advanced Flying School in Meeting No. 126.

2. That accurate coordinates of the proposed site be furnished to the L.TCB for its records. (See conflict per Meeting No. 126)

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E. LEMOORE, CALIFORNIA - ARMY FLYING SCHOOL - 3 AUXILLARY FIELDS
(1) FIVE POINTS AUXILLARY FIELD (HELM FIELD)
(2) SUMMITT LAKE AUXILLARY FIELD
(3) WEST AUXILLARY FIELD

Discussion:

The Secretary of the Board presented a request from the Director of Base Services for the approval of the use of three auxiliary fields by the Lemoore Army Flying School, LEMOORE, CALIFORNIA.

Findings:

1. Five Points Auxiliary Field is located at Latitude 36° 20', Longitude 120° 10', This site is actually Helm Field, approved in Meeting No. 115, although incorrect coordinates were shown, and the name "Five Points" should be eliminated

2. Summitt Lake Auxiliary Field is located at Latitude 36° 21', Longitude 119° 56', 7 miles North of Lemoore Army Flying School, and 7 miles west of Amber Airway No. 1.

3. The Main Base of the Lemoore Army Flying School, LEMOORE, CALIFORNIA, is located at Latitude 36° 18', Longitude 119° 57', and although it is carried on the records of the L.TCB as a Basic Flying School, it has not been acted upon by this Board.



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4. West Auxiliary Field is located at Latitude 36° 14', Longitude 120° 09', 13 miles due west of the Lemoore Army Flying School and 20 miles west of Amber Airway No. 1.

RECOMMENDATIONS:

1. That the Main Base of the Lemoore Army Flying School, LEMOORE, CALIFORNIA, located at Latitude 36° 18', Longitude 119° 57', be approved as a Basic Flying School.

2. That the coordinates for Helm Field, approved in Meeting No. 115 for use by the Lemoore Army Flying School, be changed to Latitude 36° 20', Longitude 120° 10'.

3. That Summitt Lake Auxiliary Field, located at Latitude 36° 21', Longitude 119° 56', be approved for use as an auxiliary field by the Lemoore Army Flying School, LEMOORE, CALIFORNIA.

4. That West Auxiliary Field, located at Latitude 36° 14', Longitude 120° 09', be approved for use as an auxiliary field by the Lemoore Army Flying School, LEMOORE, CALIFORNIA.

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F. SEYMOUR, INDIANA - ABANDONMENT OF AUXILIARY FIELD

Discussion:

The Secretary of the Board presented a request from the U. S. Engineer Office, Seymour, Indiana, for approval of the closing of CAA Emergency Landing Field No. 5, SEYMOUR, INDIANA, with the exception of emergency daytime landing by the AAF due to the construction of a sewage treatment plant at this station.

Findings:

1. SEYMOUR, INDIANA, was approved for Basic and Advanced Training in Meeting No. 63 of the IATCB.

2. Auxiliary Landing Field No. 5, located 13½ miles North and 21½ miles East of SEYMOUR, INDIANA., was approved by the Board in Meeting No. 117.

3. The following letter from the United States Engineer Office, Advanced Twin Engine School, Seymour, Indiana, dated July 29, 1942, to the District Engineer, was introduced:

"1. The construction of the sewage treatment plant at this station will make it advisable to close the CAA Emergency Landing Field No. 5.

"2. The present airport is located along the North boundary line of the Base Site from the middle of the Base Site West about one quarter of a mile. The major portion of the present field will be on the Base Site and has been purchased by the Government.

"3. The CAA authority and the Army Air Forces have requested that it be kept in operation as long as possible.

"4. The construction of the sewage treatment plant will leave enough landing space for Army Air Forces, who will use it only in the daytime. A phone call and a description of what is to take place on the present air field to Mr. Neely of the Regional Civil Aeronautics Administration resulted in a recommendation by him and the Area Engineer that for the safety of all CAA aviation the field should be closed. Mr. Neely did not care to have his office take the responsibility for night landing on a narrow field and this office did not think the District Engineer would care to have the War Department assume any responsibility for the night landings



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"5. The field today is intact and the Area Engineer Guards allow no unauthorized personnel on the Field.

"6. In event it is decided to abandon the field, Mr. Neely would like to remove the critical lighting material to another site and cancel leases on the part not included in the Base Site.

"7. The Sewage Treatment Plant contract has been awarded and an early decision is requested as to the closing of the field."

RECOMMENDATIONS:

1. That the request of the War Department and the CAA, Third Region, for the abandonment of CAA Emergency Landing Field No. 5, SEYMOUR, INDIANA., be approved.

2. That the CAA remove lighting and other airport equipment from the site.

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G. FLORENCE, SOUTH CAROLINA - AUXILIARY OTU FIELD

Discussion:

The Secretary of the Board presented a request from the Director of Base Services for approval of the use of an auxiliary field in Marion County, near FLORENCE, SOUTH CAROLINA, for OTU operations.

Findings:

1. The auxiliary field is located at Latitude 34° 15', Longitude 79° 24', approximately 5 miles north of Marion, South Carolina, 20 miles East of Florence, and 60 miles West of Fayetteville, within Amber Airway No. 7.

2. FLORENCE, SOUTH CAROLINA, was approved for Pursuit Training of the 3d Air Force in Meeting No. 63 of the LTCB.

RECOMMENDATIONS:

1. That the site located at Latitude 34° 15', Longitude 79° 24', MARION COUNTY, SOUTH CAROLINA, be approved for use as an auxiliary field for FLORENCE, SOUTH CAROLINA.

2. That operations from this field be conducted in accordance with Civil Air Regulations, Part 60 (Air Traffic Rules).

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H. STARKVILLE, MISSISSIPPI - MUNICIPAL AIRPORT - LIGHT BOMBARDMENT OTU AND COMBAT CREW REPLACEMENT TRAINING CENTER

Discussion:

The Secretary of the Board presented a request from the Director of Base Services for approval of the use of the Starkville Municipal Airport, STARKVILLE, MISSISSIPPI, by the Third Air Force as a Light Bombardment OTU and Combat Crew Replacement Training Center.

Findings:

1. The Starkville Municipal Airport, STARKVILLE, MISSISSIPPI, is located at Latitude 33° 26', Longitude 88° 51', two miles Southwest of Starkville.

2. Information from the Military Air Traffic Section of the Military Director of Civil Aviation indicates that this site was at one time used for Elementary Training.



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3. CPT operations consist of 20 Army trainees.

RECOMMENDATIONS:

That the Starkville Municipal Airport, STARKVILLE, MISSISSIPPI, located at Latitude 33° 26', Longitude 88° 51', be approved for use by the Third Air Force as a Light Bombardment OTU and Combat Crew Replacement Training Center, subject to coordination with existing activities.

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I. EL DORADO, ARKANSAS - AUXILLARY FIELD FOR BARKSDALE ARMY AIR BASE

Discussion:

The Secretary of the Board presented a request from the Director of Base Services for approval of the use of an auxiliary field, EL DORADO, ARKANSAS, for the Barksdale Army Air Base, in lieu of a site previously approved.

Findings:

1. The proposed site of the auxiliary field, EL DORADO, ARKANSAS, is located at Latitude 33° 12', Longitude 92° 48', 8 miles West of El Dorado, Arkansas, not within any civil airway.

2. This site will be in lieu of the auxiliary field approved in Meeting No. 78, located at Latitude 33° 11', Longitude 92° 40'.

RECOMMENDATIONS:

1. That the site approved in Meeting No. 78, located at Latitude 33° 11', Longitude 92° 40', be rescinded.

2. That the auxiliary field, EL DORADO, ARKANSAS, located at Latitude 33° 12', Longitude 92° 48', be approved for the use of the Barksdale Army Air Base for Heavy Bombardment OTU.

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J. BALTIMORE, MARYLAND - LOGAN FIELD - AAF TACTICAL STATION

Discussion:

The Secretary of the Board presented a request from the Director of Base Services for approval of the use of Logan Field, BALTIMORE, MARYLAND for Army Air Forces tactical operations.

Findings:

Logan Field, BALTIMORE, MARYLAND, is located at Latitude 39° 14' 50", Longitude 76° 30' 40", approximately 6½ miles Southeast of Baltimore.

RECOMMENDATIONS:

That Logan Field, BALTIMORE, MARYLAND, located at Latitude 39° 14' 50", Longitude 76° 30' 40", be approved for use as an Air Force Tactical Station, provided Navy ferrying and transport operations are not excluded.

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K. HIGLEY, ARIZONA - ADVANCED TWIN ENGINE TRAINING
(1) WILLIAMS FIELD
(2) AUXILLARY #A-1 to WILLIAMS FIELD



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Meeting No. 137 August 17, 1942

Discussion:

The Secretary of the Board presented a request from the Director of Base Services for approval of the use of Williams Auxiliary Field A-1, HIGLEY, ARIZONA, for Advanced Twin Engine Training.

Findings:

1. Williams Auxiliary Field A-1, HIGLEY, ARIZONA, is located at Latitude 33° 24', Longitude 111° 39', 4 miles North of Williams Field, 3/4 miles South of U. S. Highways 60, 70, 80 and 89, and 10 miles Southeast of Mesa, Arizona.

2. Williams Field, HIGLEY, ARIZONA, is carried on the records of the LATCB as an Advanced Twin Engine School, located at approximately Latitude 33° 18', Longitude 111° 40'. The LATCB has no record of approving this site.

RECOMMENDATIONS:

1. That Williams Field, HIGLEY, ARIZONA, located at approximately Latitude 33° 18', Longitude 111° 40', be approved for use as an Advanced Twin Engine School.

2. That Williams Auxiliary Field A-1, HIGLEY, ARIZONA, located at Latitude 33° 24', Longitude 111° 39', be approved for Advanced Twin Engine Training.

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L. NIAGARA FALLS, NEW YORK - MUNICIPAL AIRPORT - ARMY USE

Discussion:

The Secretary of the Board presented a request from the Director of Base Services for approval of the exclusive use of the Municipal Airport at NIAGARA FALLS, NEW YORK, by the Army Air Forces as an airport, reserving existing rights of the Bell Aircraft Corporation and American Airlines, Inc.

Findings:

1. The Municipal Airport at NIAGARA FALLS, NEW YORK, is located at Latitude 43° 6', Longitude 78° 57'.

2. The property is now being jointly used by the Bell Aircraft Corporation and American Airlines.

RECOMMENDATIONS:

That the Municipal Airport, NIAGARA FALLS, NEW YORK, located at Latitude 43° 06', Longitude 78° 57', be approved for use of the Army Air Forces as an airport, subject to coordination with existing activities.

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M. DALHART, TEXAS - GLIDER SCHOOL AND AUXILLARY FIELDS
(1) DALHART GLIDER SCHOOL (HOME BASE)
(2) AUXILLARY FIELD #1
(3) AUXILLARY FIELD #2

Discussion:

The Secretary of the Board presented a request from the Director of Base Services for approval of the Home Base and two auxiliary Fields for the Dalhart Glider School, DALHART, TEXAS.

Findings:

1. The Home Base of the Dalhart Glider School, DALHART, TEXAS, is located at Latitude 36° 02', Longitude 102° 33', 2 miles Southwest of Dalhart.



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Findings: (Cont'd.)

2. Auxiliary Field #1 for the Dalhart Glider School, DALHART, TEXAS, is located at Latitude 36° 01', Longitude 102° 41', 8 miles West-Southwest of Dalhart.

3. Auxiliary Field #2 for the Dalhart Glider School, DALHART, TEXAS, is located at Latitude 36° 07', Longitude 102° 26', 5 miles East-Northeast of Dalhart.

4. There are no CPT operations at these sites.

RECOMMENDATIONS:

1. That the Home Base of the Dalhart Glider School, DALHART, TEXAS, located at Latitude 36° 02', Longitude 102° 33', be approved.

2. That Auxiliary Field #1, located at Latitude 36° 01', Longitude 102° 41', be approved for the use of the Dalhart Glider School, DALHART, TEXAS.

3. That Auxiliary Field #2, located at Latitude 36° 07', Longitude 102° 26', be approved for the use of the Dalhart Glider School, DALHART, TEXAS.

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N. SATELLITE FIELDS FOR TACTICAL OPERATIONS
(1) NEVADA, MISSOURI
(2) HERINGTON, KANSAS
(3) MCPHERSON, KANSAS

Discussion:

The Secretary of the Board presented a request from the Director of Base Services for approval of three satellite airfields for tactical operations.

Findings:

1. The site at NEVADA, MISSOURI, is located at Latitude 37° 50', Longitude 94° 18', 1 mile East of Nevada, ½ mile North of Camp Clark, and South of MKT Railroad.

2. The site at HERINGTON, KANSAS, is located at Latitude 38° 41', Longitude 96° 50', 8 miles East of Herington, 2 miles North of Dolavan, and is not on any civil airway. This site was approved in Meeting No. 136-A.

3. The site at MCPHERSON, KANSAS, is located at Latitude 38° 25', Longitude 97° 40', 2 miles North of McPherson. The use of the site at McPherson, Kansas, was disapproved in Meeting No. 136-A.

RECOMMENDATIONS:

1. That the satellite field at NEVADA, MISSOURI, located at Latitude 37° 50' Longitude 94° 18', be approved for use in connection with tactical operations.

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2. MISSOULA, MONTANA - CIVIL PILOT TRAINING AREA

Discussion:

The Secretary of the Board presented a request from the Director of the Civil Pilot Training Program, for approval of the use of a training area for CPT operations.



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Findings:

1. The area requested for Civil Pilot Training in the vicinity of MISSOULA, MONTANA, runs approximately from one mile North of Missoula, Montana, to 7 miles South of Hamilton, Montana.

2. The Johnson Flying Service, Inc. operates 27 airplanes, employs 17 pilots, has an approved Repair Shop, and is affiliated with the Montana State University in flight training on CPT contracts, including Elementary, Secondary, and Instructor Courses. All operations are conducted from Hale Field, MISSOULA, MONTANA, located one mile South of Missoula. Airline and transient operations are located at the Municipal Field North of Missoula and outside of the area designated.

3. CPT operations consist of 37 Army and 38 Navy trainees.

RECOMMENDATIONS:

That an area bounded on the North by Latitude 46° 54', on the West by 114° 13', on the South by 46° 08', and the East by 113° 55', be approved for use as a Civil Pilot Training area in the vicinity of MISSOULA, MONTANA.

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3. DANGER AREAS:

A. DELAWARE (WESTERN SHORE)
(1) Hulk #1
(2) Hulk #2

Discussion:

The Secretary of the Board presented a request from the Director of Base Services for approval of a danger area, one mile in diameter, surrounding two sunken hulks to be used as bombing targets by the First Bombing Command off the Western Shore of Delaware.

Findings:

1. Hulk #1 is located at Latitude 38° 59', Longitude 75° 13' 30", in Delaware Bay, approximately 9 miles South and East of Bowers, Delaware, and 15 miles SE of Norfolk, Delaware.

2. Hulk #2 is located at Latitude 39° 02', Longitude 75° 18', in Delaware Bay, approximately 9 miles South and East of Bowers, Delaware, and 15 miles SE of Norfolk, Delaware.

3. The proposed locations are not within the confines of any existing or proposed airway.

RECOMMENDATIONS:

1. That Hulk #1, located at Latitude 38° 59', Longitude 75° 13' 30", be approved for use by the First Bombing Command as a bombing target.

2. That Hulk #2, located at Latitude 39° 02', Longitude 75° 18', be approved for use by the First Bombing Command as a bombing target.

3. That the attendant danger area be increased to a 3 mile radius around each target.

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B. TULLAHOMA, TENNESSEE - ARTILLERY, MORTAR AND SMALL ARMS RANGES



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Discussion:

The Secretary of the Board presented a request from the Army Air Base at Tullahoma, Tennessee, for the designation of a danger area over Artillery, Mortar, and Small Arms Ranges to be used by the Army Air Base, TULLAHOMA, TENNESSEE.

Findings:

1. The Small Arms Range is an area 2 by 3 miles, the center of which is Latitude 35° 22', Longitude 86° 07'.

2. The 60 and 81 mm. Mortar Ranges are in an area 2 by 3 miles, straddling the highway leading West out of TULLAHOMA, TENNESSEE, the center of which is Latitude 35° 22', Longitude 86° 16'. Maximum trajectory - 81 mm. Mortar, 8100'; 60 mm. Mortar, 4428'.

3. Spencer Artillery Range is an area 3 by 3 miles, 52° from TULLAHOMA, TENNESSEE, the center of which is Latitude 35° 36', Longitude 85° 38'; maximum trajectory - 5,000'.

4. TULLAHOMA, TENNESSEE, was approved as a Ground-Air Support Base in Meeting No. 82.

5. The Spencer Artillery Range was designated a danger area in Meeting No. 102. This site was also referred to in Meeting No. 124 on McMinnville, Tenn. Danger Area.

6. It is not necessary to establish a danger area for a small arms ground-to-ground fire range.

7. None of the proposed sites are within any existing civil airways.

RECOMMENDATIONS:

1. That an area defined as bounded on the North by Latitude 35° 23', on the West by 86° 17' 40", on the South by 35° 21', and on the East 86° 14', be designated a danger area for use as an artillery range by the Army Air Base at TULLAHOMA, TENNESSEE.

2. That the above described danger area be published in CAA Weekly "Notices to Airmen" and shown on Coast and Geodetic Survey Aeronautical Charts. (See

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C. WICKENBURG, ARIZONA - ARMORED DIVISION CAMP SITE

Discussion:

The Secretary of the Board presented a request from the Chief of Engineers for reconsideration of a proposed site for an Armored Division Camp Site in the vicinity of WICKENBURG, ARIZONA.

Findings:

1. The following letter to the LATCB from the Office of the Chief of Engineers, Washington, D. C., dated August 15, 1942, was introduced:

"At meeting No. 97 of the Interdepartmental Air Traffic Control Board, June 9, 1942, a proposed site for an Armored Division Camp Site at Wickenburg, Arizona was disapproved for the reason that this location was considered to be in conflict with an existing danger area (Litchfield Park, Phoenix, Arizona) which is used for aerial gunnery.

"This stated conflict of activities at this location has been the subject of further investigation and consideration by the District Engineer, the



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Findings: (Cont'd.)

Commanding General, West Coast Air Force Training Center, and the Regional Manager of the Civil Aeronautics Authority.

"The attached correspondence reveals that a mutual understanding has been reached in regard to the matter by an adjustment of reservation boundaries for the proposed armored division camp site and a limitation of activities which would be conducted thereon.

"Pursuant to letter from the President of the United States to the Secretary of War, request is made for your reconsideration of this proposed location for an Armored Division Camp Site."

2. The proposed site is described as beginning at the town of Morristown on U. S. Highway #60, thence southeasterly along said hi hway to a point 2 miles South of the town of Wittman; thence due West to the Hassayampa River; thence Southerly along said river to the North edge of Green Airway #5; thence West along said airway to a point 2 miles West of the Wickenburg-Hassayampa Road; thence due North from this point to a point due West of the town of Morristown; thence due East to the town of Morristown and the point of origin.

3. The proposed site overlaps an area previously assigned for Tow Target Practice but it is indicated that Ground activities will be coordinated with said tow target practice and will in no way conflict.

RECOMMENDATIONS:

1. That the area in the vicinity of WICKENBURG, ARIZONA, described as beginning at the town of Morristown on U. S. Highway #60, thence southeasterly along said highway to a point 2 miles South of the town of Wittman; thence due West to the Hassayampa River; thence Southerly along said river to the North edge of Green Airway #5; thence West along said airway to a point 2 miles West of the Wickenburg-Hassayampa Road; thence due North from this point to a point due West of the town of Morristown; thence due East to the town of Morristown and the point of origin, be approved for use as an Armored Division Camp Site.

2. That the area described above be designated a Danger Area and be published in CAA Weekly "Notices to Airmen" and shown on Coast and Geodetic Survey Aeronautical Charts.

* * * * * * * * * * *

D. QUABBIN RESERVOIR, MASSACHUSETTS - HIGH ALTITUDE BOMBING

Discussion:

The Secretary of the Board presented a request from the Director of Base Services for designation of a prohibited area over the QUABBIN RESERVOIR, MASSACHUSETTS, for use in high altitude bombing.

Findings:

1. The area to be set aside is described as follows:

"Beginning at the town of Belchertown, thence in an easterly direction along a second class highway to the town of Ware to the intersection of a creek running from north to south, thence northerly along said creek to its intersection with a second class highway into the town of Petersham, thence northwesterly in a straight line to the town of South Athol, thence in a straight line northwesterly to the fork in the highway between New Salem and Wendell, thence on the south fork of a road running southerly and a continuance of this road to the town of Belchertown and the point of origin."



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Meeting No. 137 August 17, 1942

Discussion:

The Secretary of the Board presented a request from Army Air Forces Glider School, LUBBOCK, TEXAS, for the designation of a danger area in the vicinity of LUBBOCK, TEXAS, for glider training.

Findings:

1. The following letter dated August 8, 1942 from the Operations Officer, Army Air Forces Glider School, LUBBOCK, TEXAS, was introduced:

"1. It is requested that the area within five (5) miles of Army Air Forces Glider School located five (5) miles north of Lubbock, Texas, be designated as a "Danger Area" and that no aircraft except those having official business at this station be permitted to fly in the designated area or land at this station.

"2. Due to the nature of the intensive glider training at this station, the lack of maneuverability of gliders and the construction on the airdrome, it is requested that additional notification of conditions here be given from higher authority to all Army Stations in this area. It is suggested that pilot wishing to fly in the vicinity of Lubbock, Texas, use the Lubbock Army Flying School located eleven (11) miles west of Lubbock, Texas."

2. The subject site was approved for glider training in Meeting No. 82.

3. CPT operations in this region consist of 50 Army and 30 Navy trainees.

4. It is not the policy of the LATCB to establish danger areas around Glider Schools.

RECOMMENDATIONS:

1. That no danger area be designated for the Glider School at LUBBOCK, TEXAS.

2. That the various flight activities in the vicinity of LUBBOCK, TEXAS, be coordinated locally.

* * * * * * * * * * * * *

5. MEMORANDUM FOR THE RECORD - CORRECTION OF LOCATION OF AMERICAN LEGION AIRPORT, SALINAS, CALIFORNIA.

In Meeting No. 82, the LATCB approved the use of the American Legion Airport, MONTEREY, CALIFORNIA, as a Ground Air Support Base. The location should be corrected to the following:

"American Legion Airport, SALINAS, CALIFORNIA, located 1¼ miles North of Salinas, west of U. S. Highway 101, Latitude 36° 42", Longitude 121° 39".

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Meeting No. 137 August 17, 1942

2. Quabbin Reservoir is within the area above described.

3. No information is available as to the exact location over which bombs will be dropped but it is expected that an effort will be made to keep away from the dams to the south of the reservoir.

4. Subject site is approximately 4 miles north of Green Airway No. 2 and bombing activities will in no way constitute danger to aircraft flight over said airway.

RECOMMENDATIONS:

1. That the area requested not be called a prohibited area.

2. That the area described as beginning at the town of Belchertown, thence in an easterly direction along a second class highway to the town of Ware to the intersection of a creek running from north to south, thence northerly along said creek to its intersection with a second class highway into the town of Petershan, thence northwesterly in a straight line to the town of South Athol, thence in a straight line northwesterly to the fork in the highway between New Salem and Wendell, thence on the south fork of a road running southerly and a continuance of this road to the town of Belchertown and the point of origin, be designated a danger area for use in high altitude aerial bombing.

3. That the above described danger area be published in CAA Weekly "Notices to Airmen" and shown on Coast and Geodetic Survey Aeronautical Charts.

* * * * * * * * * * * * *

E. TOPEKA, KANSAS - SHAWNEE COUNTY GUNNERY RANGE

Discussion:

The Secretary of the Board presented a request from the Director of Base Services for the approval of a gunnery range in SHAWNEE COUNTY, KANSAS, for use by units stationed at Topeka, Kansas.

Findings:

1. The proposed site is one-quarter mile square and the center of this area is described as Latitude 38° 58', Longitude 95° 42', one mile West of the Topeka Air Base and 5 miles South of Topeka, Kansas.

2. It is not within any civil airway.

3. Firing will be at a moving target towed by trucks 100 yards from the firing position, and will not be above the horizontal.

RECOMMENDATIONS:

1. That a gunnery range in SHAWNEE COUNTY, KANSAS, one-quarter mile square around a center point described as Latitude 38° 58', Longitude 95° 42', be approved for use by units stationed at Topeka, Kansas.

2. That no danger area be established in connection with the above gunnery range.

* * * * * * * * * * * * *

F. LUBBOCK, TEXAS - GLIDER SCHOOL



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Meeting No. 137

August 17, 1942

Earl F. Ward
E. F. Ward
CAA Representative

J. B. Hartranft, Jr.
J. B. Hartranft, Jr.
Capt., AC
Secretary
8/20/42

C B Lober
C. B. Lober
Col., AC
War Department Representative

W. F. Taylor
Ensign, USN
Navy Department Representative
(Alternate)

J. W. Lankford
J. W. Lankford
CAB Representative (Alternate)

The above recommendations are within the policies established by the WAR AVIATION COMMITTEE and are approved.

Donald H. Connolly
DONALD H. CONNOLLY
Brigadier General, U. S. Army
Military Director of Civil Aviation
8/21/42



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INTERDEPARTMENTAL AIR
TRAFFIC CONTROL BOARD
WASHINGTON, D. C.

Meeting No. 138

August 19, 1942

Place: LATCB Room, Army Air Forces Annex No. 1, WASHINGTON, D. C.

Time: 1:00 p.m. to 5:00 p.m.

Members Present:

C. B. Lober, Col., AC, Presiding
J. B. Voit, Lt. Comdr., USN

Alternates Present:

J. L. Huber, CAA
J. W. Lankford, CAB

Secretary:

J. B. Hartranft, Jr., Maj., AC

Witnesses Appearing:

E. W. Piltz, CAA
R. H. Drake, CAA-CPT
J. R. Yarrow, CAA - Airport Division

SUBJECTS:


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A. ARMY

1. AUXILIARY FIELDS
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   b. COCHISE, ARIZONA - AUXILIARY TO DOUGLAS ADVANCED SCHOOL..... 2
   c. AUXILIARY FIELD #2 - AUXILIARY TO WACO ADVANCED SCHOOL..... 2
   d. INDIAN, CALIFORNIA - AUXILIARY TO LEMOORE BASIC SCHOOL..... 3
   e. HOUSTON, TEXAS - HOWARD HUGHES - AUXILIARY TO ELLINGTON FIELD 3
   f. RANDALL COUNTY, TEXAS - AUXILIARY TO AMARILLO GLIDER BASE.... 4

2. MISCELLANEOUS

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   b. DEMOPOLIS, ALABAMA - THIRD AIR FORCE COMBAT CREW TRAINING REPLACEMENT CENTER..... 4
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2. DANGER AREAS

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* * * *

1. AIRPORTS

A. ARMY

1. AUXILIARY FIELDS
   a. INDIANOLA, MISSISSIPPI - AUXILIARY TO GREENVILLE BASIC SCHOOL



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Meeting No. 138 August 19, 1942

Discussion:

The Secretary of the Board presented a request from the Director of Base Services for approval of a site near INDIANOLA, MISSISSIPPI as an Auxiliary Field for the GREENVILLE, MISSISSIPPI Army Basic School.

Findings:

1. The site requested is located at Latitude 33° 29', Longitude 90° 41'.

2. Auxiliary Field #1 known as the Walker Tract and Auxiliary Field #2 known as the Kimbrough Tract were approved as Auxiliaries for the GREENVILLE Basic School at Meeting No. 137.

RECOMMENDATIONS:

That the site near INDIANOLA, MISSISSIPPI located at Latitude 33° 29', Longitude 90° 41' be approved as an Auxiliary Field for the GREENVILLE, MISSISSIPPI Basic School.

* * * *

b. COCHISE, ARIZONA - AUXILIARY TO DOUGLAS ADVANCED SCHOOL

Discussion:

The Secretary of the Board presented a request from the Director of Base Services for approval of the airport at COCHISE, ARIZONA as an Auxiliary Field for the DOUGLAS Advanced School.

Findings:

1. The airport requested is the CAA intermediate field located approximately 2.5 miles West of COCHISE, ARIZONA at Latitude 32° 02', Longitude 109° 55'.

2. DOUGLAS, ARIZONA was approved by the ATC as an Advanced School at Meeting No. 64.

3. The ATC Division suggests that the Board include in its recommendations that activities out of COCHISE be conducted to the South of the Center line of the airway.

RECOMMENDATIONS:

1. That the CAA intermediate field located at Latitude 32° 02', Longitude 109° 55' be approved as an Auxiliary Field for the DOUGLAS, ARIZONA Advanced School.

2. That operations from the COCHISE, AIRPORT be conducted to the South of the center line of the East-West leg of the COCHISE Radio Range and in accordance with Civil Air Regulations, Part 60 "Air Traffic Rules."

* * * *

c. AUXILIARY FIELD #2 - AUXILIARY TO WACO ADVANCED SCHOOL

Discussion:

The Secretary of the Board presented a request from the Director of Base Services for approval of a site known as Auxiliary Field No. 2 as an Auxiliary Field for the Army Advanced School at Municipal Airport #2, WACO, TEXAS.

Findings:

1. Auxiliary Field No. 2 is located 8 miles Southeast of WACO, TEXAS; 16 mile Southeast of the Blackland Main Base (Waco #2) adjacent to the Eastern border of Amber Airway No. 4 and within Blue Airway No. 5.



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2. Auxiliary Field No. 2 is an Auxiliary for Blackland known as Waco #2 and referred to by the Chief of Engineers as China Springs Air Field.

3. WACO #1 and WACO #2 were approved by the IATOB at Meeting No. 131 for Army Basic and Advanced School respectively.

RECOMMENDATIONS:

1. That the site known as Auxiliary Field #2 located at Latitude 31° 26', Longitude 97° 02' be approved as an Auxiliary to the Advanced School located at WACO #2, TEXAS.

2. That operations from the above site be conducted in accordance with Civil Air Regulations, Part 60 "Air Traffic Rules."

* * * *

d. INDIAN, CALIFORNIA - AUXILIARY TO LEMOORE BASIC SCHOOL

Discussion:

The Secretary of the Board presented a request from the Director of Base Services for approval of a site near INDIAN, CALIFORNIA as an Auxiliary Field for the LEMOORE, CALIFORNIA Basic School.

Findings:

1. The proposed site is located at Latitude 36° 06', Longitude 120° 02' and 11½ miles Southwest of the Base at LEMOORE.

RECOMMENDATIONS:

That the proposed site near INDIAN, CALIFORNIA located at Latitude 36° 06', Longitude 120° 02' be approved as an Auxiliary Field for the LEMOORE, CALIFORNIA Basic School.

* * * *

e. HOUSTON, TEXAS - HOWARD HUGHES - AUXILIARY TO ELLINGTON FIELD

Discussion:

The Secretary of the Board presented a request from the Director of Base Services for approval of the Howard Hughes Airport as an Auxiliary Field to ELLINGTON FIELD, TEXAS.

Findings:

1. This Auxiliary Field will be used by 4-Engine Trainers.

2. This clearance will be in addition to that granted in Meeting No. 122 for use by the Third Air Force. The Third Air Force will use this field as an emergency Fighter Command Base only.

3. CPT operations at Howard Hughes consist of 40 Army and 35 Navy Trainees.

RECOMMENDATIONS:

1. That Howard Hughes Airport, HOUSTON, TEXAS be approved as an Auxiliary Field for ELLINGTON FIELD, TEXAS subject to coordination with existing CPT and other activities.

2. That operations from this airport be conducted in accordance with Civil Air Regulations, Part 60 "Air Traffic Rules."

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Meeting No. 138 August 19, 1942

f. RANDALL COUNTY, TEXAS - AUXILIARY TO AMARILLO GLIDER BASE

Discussion:

The Secretary of the Board presented a request from the Director of Base Services for approval of a site in RANDALL COUNTY, TEXAS as an Auxiliary Field for the AMARILLO, TEXAS Temporary Glider Base.

Findings:

1. The proposed site is located in RANDALL COUNTY, TEXAS at Latitude 35° 11', Longitude 101° 38'; 11 miles East Southeast of AMARILLO, TEXAS and not within the confines of any civil airway.

2. At Meeting No. 78, the IATCB approved English Field, AMARILLO, TEXAS as an Army Glider Base.

RECOMMENDATIONS:

That the proposed site located in RANDALL COUNTY, TEXAS located at Latitude 35° 11', Longitude 101° 38' be approved for temporary use as an Auxiliary Field for the AMARILLO, TEXAS Glider Base.

* * * *

2. MISCELLANEOUS

a. TIFTON, GEORGIA - THIRD AIR FORCE OTU STATION

Discussion:

The Secretary of the Board presented a request from the Director of Base Services for approval of the airport at TIFTON, GEORGIA for use as an Operational Training Unit Station of the Third Air Force.

Findings:

1. The proposed site is located at Latitude 31° 26', Longitude 83° 30'; 1½ miles Southeast of TIFTON, GEORGIA and not within the confines of any civil airway.

2. CPT operations at the Tifton Airport consist of 20 Army and 10 Navy Trainees.

RECOMMENDATIONS:

That the airport at TIFTON, GEORGIA located at Latitude 31° 26', Longitude 83° 30' be approved as an Operational Training Unit Station of the Third Air Force subject to coordination with CPT and other existing activities.

* * * *

b. DEMOPOLIS, ALABAMA - THIRD AIR FORCE COMBAT CREW TRAINING REPLACEMENT CENTER

Discussion:

The Secretary of the Board presented a request from the Director of Base Services for approval of a site at DEMOPOLIS, ALABAMA for use by the Third Air Force as a Combat Crew Training Replacement Center.

Findings:

1. The site requested is located 6.5 miles Southwest of DEMOPOLIS, ALABAMA at Latitude 32° 27', Longitude 87° 56'.



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Meeting No. 138 August 19, 1942

RECOMMENDATIONS:

That the proposed site located at Latitude 32° 27', Longitude 87° 56', DEMOPOLIS, ALABAMA be approved for use by the Third Air Force as a Light Bombardment Combat Crew Training Replacement Center.

* * * *

c. TEMPLE, TEXAS - GROUND AIR SUPPORT BASE

Discussion:

The Secretary of the Board presented a request from the Director of Base Services for approval of the new CAA site near TEMPLE, TEXAS for use as a Ground Air Support Base.

Findings:

1. The proposed site is located at Latitude 31° 10', Longitude 97° 24'; 5 miles Northwest of TEMPLE, TEXAS and within the confines of Amber Airway No. 4.

2. This site is requested in lieu of the Temple site located approximately 2 miles Northwest of Temple at Latitude 31° 07', Longitude 97° 22' which was approved by the ATCB at Meeting No. 82.

RECOMMENDATIONS:

1. That the new airport near TEMPLE, TEXAS now under construction by the CAA located at Latitude 31° 10', Longitude 97° 24' be approved for use by the Ground Air Support Command.

2. That operations from this airport be conducted in accordance with Civil Air Regulations, Part 60 "Air Traffic Rules."

* * * *

d. VISALIA, CALIFORNIA - FOURTH AIR FORCE PURSUIT STATION

Discussion:

The Secretary of the Board presented a request from the Director of Base Services for approval of the use of the airport at VISALIA, CALIFORNIA as a Fourth Air Force Pursuit Station.

Findings:

1. At Meeting No. 128 the ATCB considered this request and made the following recommendation:

"That the proposed site located at Latitude 36° 19', Longitude 119° 24', VISALIA, CALIFORNIA, be disapproved for use as a Pursuit Station by the 4th Air Force."

2. The following information regarding this site was forwarded by the ATC Division:

"Visalia was recently submitted to the Board and disapproved because of the supposed existence of an Elementary School at that site. This office received information from the Director of Individual Training that he would not relinquish the Visalia Elementary School in favor of the 4th Air Force. A-3 notified this office that they had called the 4th Air Force, who advised them that there is no elementary school at the Visalia Airport. The 4th Air Force also advised that there is an elementary school in the vicinity of Visalia, but is not at the airport in question. According to A-3 there are no military activities in the airport and it is now requested that the Board rescind its original findings and approve this site."



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3. Record and Routing Sheet dated August 13, 1942 from the Assistant Chief of Air Staff reads as follows:

"1. Confirming our telephone conversation of the 13th, it is requested that the airport and its facilities at the Visalia Airport, California be cleared for use by the 4th Air Force."

RECOMMENDATIONS:

1. That the Airport located at Latitude 36° 19', Longitude 119° 24', VISALIA, CALIFORNIA, be approved for use as Pursuit Station for the Fourth Air Force.

2. That the previous disapproval of this site at Meeting No. 128 be revoked.

* * * *

c. OXNARD, CALIFORNIA - FLIGHT STRIP - FOURTH AIR FORCE

Discussion:

The Secretary of the Board presented a request from the Corps of Engineers for approval of a Flight Strip at OXNARD, CALIFORNIA for use by the Fourth Air Force.

Findings:

1. The Oxnard Flight Strip is located approximately 6 miles East of OXNARD, CALIFORNIA and 3 miles West of CAMARILLO, CALIFORNIA in Ventura County.

2. In addition to the Flight Strip, facilities will be constructed for 400 men and 50 officers, together with 25 hardstandings with connecting taxi strips and bomb storage facilities.

RECOMMENDATIONS:

That the Oxnard Flight Strip located approximately 6 miles East of OXNARD, CALIFORNIA be approved for use by the Fourth Air Force.

* * * *

2. DANGER AREAS

a. COLUMBIA, SOUTH CAROLINA - BOMBING TARGETS

Discussion:

The Secretary of the Board presented a request from the Director of Base Services for approval of three practice bombing ranges in the vicinity of COLUMBIA, SOUTH CAROLINA to be used by Combat Units of the Third Air Force located at the Army Air Base, COLUMBIA, SOUTH CAROLINA and for the designation of circular areas two miles in diameter as Danger Areas about each site.

Findings:

1. The proposed ranges are located as follows:

Site #2-A: In Richland County, South Carolina, 15 miles Northeast of Columbia, South Carolina and near Pontiac, South Carolina, at Latitude 34° 09' 25", Longitude 80° 53' 25".

Site #3-L: In Lexington County, South Carolina, and island in Lake Murray, 17 miles Northwest of the Columbia Army Air Base at Latitude 34° 03' 30", Longitude 81° 18' 30".

Site #4-L: In Lexington County, South Carolina, a peninsula in Lake Murray, 22 miles Northwest of Columbia Army Air Base at Latitude 34° 05' 15", Longitude 81° 24' 30".



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2. None of the proposed ranges are within the confines of any civil airway.

3. Sites #3L and #4L are adjacent to a previously designated Danger Area for Bombing out of the Air Base at COLUMBIA, approved in Meeting No. 91.

RECOMMENDATIONS:

1. That the three practice Bombing Ranges in the vicinity of COLUMBIA, SOUTH CAROLINA, described below be approved:

Site #2-A located at Latitude 34° 09', Longitude 80° 53'
Site #3-L located at Latitude 34° 03', Longitude 81° 18'
Site #4-L located at Latitude 34° 05', Longitude 81° 24'

2. That a circular Danger Area 3 miles in radius be designated about Site #2-A located at Latitude 34° 09', Longitude 80° 53'.

3. That the Danger Area approved in Meeting No. 91 be extended and enlarged to read as follows:

Bounded on the North by Latitude 34° 07' N; on the West by Longitude 81° 27' W; on the South by Latitude 34° 01' N; and on the East by Longitude 81° 16' W.

4. That the above described Danger Areas be published in CAA Weekly Notices to Airmen and shown on Coast and Geodetic Survey Aeronautical Charts.

* * * *

b. YAKIMA, WASHINGTON - ARTILLERY RANGE

Discussion:

~~The Secretary of the Board presented a request originated by the Commanding~~ General, Field Artillery Firing Center, Fort Lewis, Washington for approval of an Artillery Firing Center in the vicinity of YAKIMA, WASHINGTON.

Findings:

1. This request was previously considered by the LATCB at Meeting No. 89 at which time the correspondence was returned to Major Cornish of the MATC Division for coordination with the Ground Forces and to obtain more information such as the location of the artillery range, direction of fire, location of cantonment area, etc

2. This artillery range is described as bounded by a line beginning at Latitude 46° 51' N, Longitude 120° 21' W,: thence due East to the West Bank of the Columbia River; thence generally Southward along the West Bank of the Columbia River to the town of Priest Rapids; thence due South to Latitude 46° 33' N; thence due West to Longitude 120° 15' W; thence due North to Latitude 46° 35' N; thence due West to Longitude 120° 22' W; thence due North to Latitude 46° 37' N; thence due West to Longitude 120° 26' W; thence due North to Latitude 46° 45' N; thence due East to Longitude 120° 21' W; and thence due North to point of origin.

3. In the 5th Endorsement, dated July 28, 1942, to the Basic Communication, the Commanding General at Fort Lewis, Washington furnished a description of the range and advised that field artillery and antiaircraft artillery firing is conducted continuously in this area during both daylight and darkness; that it is impracticable to report an exact schedule by day or hour; use of this range will continue for an indefinite length of time; and that the calibres of weapons fired on this range are widely varied, the maximum vertical danger range being 36,000 feet which includes a 3,000 foot safety factor.

4. Firing will be conducted in a West to East direction.

5. Maps submitted with this request indicate that the Cantonment Area is located at the Western end of the range.



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affic and national defense activities by limiting airway regulations and restrictions to an area 4 miles instead of 20 miles in width.

"6. That a meeting be held in San Diego at an early date to review and dy existing air traffic rules, regulations and procedures and to develop such cial regulations and procedures as may be necessary due to the continuously reasing air traffic and other activities in this area.

"7. That no anti-aircraft artillery or other firing be permitted into oken clouds or an overcast within two miles of the center of the on-course ignal of the northwest leg of the San Diego Radio Range."

2. At Meeting No. 30, the LATCB made the following recommendations:

"1. That the area designated as the Rosedale Danger Area be discontinued as such and that all activities there at which constitute a hazard to aircraft in flight be immediately discontinued.

"2. That the Northwest leg of the San Diego Radio Range be rotated clockwise approximately 15 degrees.

"3. That the recommendations contained in the Minutes of Meeting No. 37, LATCB, under date of November 12, 1941, be made immediately effective."

3. The WATC Division recommends that inasmuch as the Marines will not discontinue use of the Kearney Dive Bombing Target that aircraft operating out of San Diego fly in contact weather along the shore line between San Diego and Los Angeles.

4. The War and Navy Department members of the LATCB conferred with the operations officer at the Naval Air Station at San Diego and with Lieutenant Colonel Fox, Marine Corps member of the West Coast Sub-Committee of the LATCB and it was determined that (a) it was impractical for the Navy to abandon the use of the Rosedale Dive Bombing Range; (b) additional Marine Corps installations of an extensive nature involving anti-aircraft fire were contemplated in the vicinity of Oceanside, California; (c) reorientation of the North leg of the San Diego Range clockwise would cause increased hazard to aircraft in the Oceanside Area. It was suggested that the North leg of the San Diego radio range not be reoriented; that contact flight from San Diego to Long Beach follow the shore line between these points; firing at Camp Callan not be conducted during instrument flight conditions and that the Rosedale Bombing Target not be used during instrument flight conditions.

RECOMMENDATIONS:

1. That the North leg of the SAN DIEGO Radio Range not be reoriented.

2. That contact flights from SAN DIEGO to LONG BEACH follow the shore line between those points.

3. That firing at Camp Callan not be conducted during instrument flight conditions, which includes firing through the overcast and broken clouds.

4. That the Rosedale Bombing Target not be used during instrument flight conditions.

* * *

d. FORT SHERIDAN, ILLINOIS - ANTI-AIRCRAFT FIRING RANGE

Discussion:

The Secretary of the Board presented a request from the Commanding General, Anti-Aircraft Artillery Training Center, FORT SHERIDAN, ILLINOIS for reconsideration of his request for the establishment of a Danger Area at FORT SHERIDAN.



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eting No. 138 August 19, 1942

ndings:

1. When considering this request at Meeting No. 78, the LATCB made the lowing recommendations:

"1. That the request for a Danger Area located between Latitude 42° 12' orth, and Latitude 42° 13' 20" W and extending from the track of the Chicago and Northwestern Railroad to a line 10 miles East of an paralleling the West Shore of Lake Michigan be disapproved.

"2. That adequate arrangements be made to provide for the immediate discontinuance of ground firing at ground targets upon the approach of aircraft.

"3. That information regarding ground to ground and anti-aircraft firing be published in NOTAMS."

2. The Commanding Officer at Fort Sheridan now requests that an area described as bounded on the North by a line extending from the Northeast corner of Fort Sheridan in a direction of true bearing thirteen (13) degrees and for a distance of twelve (12) miles; on the South by a line extending from the Southeast corner of Fort Sheridan in a direction of true bearing one hundred and twenty (120) degrees and for a distance of twelve (12) miles; on the East by a boundary consisting of two (2) arcs of the above bearing lines joined by a mutual tangent be designated a Danger Area.

3. Firings to be conducted at Fort Sheridan include not only ground arms at terrestrial targets but various anti-aircraft weapons from the caliber .30 machine gun to the 90-mm gun at aerial targets.

4. Dangers incident to ricochets are incidental. The main danger arises from the firing of 90-mm guns, at altitudes up to about 15,000 feet. Paragraph 22 g, AR 750-10 shows the approximate maximum ground impact range to be 18,000 yards (10.3 miles). The local Ordnance Officer at Fort Sheridan indicated a maximum horizontal range of approximately 12 miles and a maximum ordinate of 6 miles (31,680 feet). It is believed that the maximum ordinate actually is greater than this figure and may be in the vicinity of 42,000 feet.

RECOMMENDATIONS:

1. That the area described as follows in the vicinity of FORT SHERIDAN, ILLINOIS be designated a Danger Area:

Bounded by a line beginning at a point at Latitude 42° 25', Longitude 87° 43'; thence Southeasterly to a point at Latitude 42° 18', Longitude 87° 35'; thence generally Southeasterly to Latitude 42° 09' 30", Longitude 87° 32' 50"; thence Southwesterly to a point at Longitude 87° 42' and the Lake Michigan Shore Line; thence along said Shore Line to a point at Latitude 42° 23'; thence Northeasterly to Latitude 42° 25', Longitude 87° 43', and the point of origin.

2. That the Danger Area designated in one (1) above be published in CAA Weekly Notices to Airmen and shown on Coast and Geodetic Survey Aeronautical Charts.

* * * *

3. MEMORANDA FOR THE RECORD

a. USE OF AIRPORT AT INDIO, CALIFORNIA

The Secretary of the Board read into the record the following memorandum from the Navy member dated August 18, 1942:

"Subject: Use of Indio, California Airport

"1. In meeting No. 105, the use of Indio, California, for Army Ground Air Support was approved by the LATCB. At the time, a representative of the Army Air



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RECOMMENDATIONS:

1. That the area in the vicinity of YAKIMA, WASHINGTON, described as being bounded by a line beginning at Latitude 46° 51' N, Longitude 120° 21' W; thence due East to the West Bank of the Columbia River; thence generally Southward along the West Bank of the Columbia River to the town of Priest Rapids; thence due South to Latitude 46° 33' N; thence due West to Longitude 120° 15' W; thence due North to Latitude 46° 35' N; thence due West to Longitude 120° 22' W; thence due North to Latitude 46° 37' N; thence due West to Longitude 120° 26' W; thence due North to Latitude 46° 45' N; thence due East to Longitude 120° 21' W; and thence due North to point of origin, be approved as an Antiaircraft and Field Artillery Firing Range.

2. That the area described in one (1) above be designated a Danger Area and published in CAA Weekly Notices to Airmen and shown on Coast and Geodetic Survey Aeronautical Charts, and that a notation to the effect that no aircraft should fly over this area be placed on the Danger Area as shown on the Aeronautical Chart.

3. That contact flights on Blue Airway No. 12 between the town of THRALL and YAKIMA be conducted West of the YAKIMA RIVER.

4. That instrument flights between ELLENSBURG, WASHINGTON, and YAKIMA, WASHINGTON, remain West of the center line of the on-course signal of the South leg of the ELLENSBURG Radio Range.

* * * *

c. CAMP CALLAN, CALIFORNIA - ARTILLERY RANGE

Discussion:

The Secretary of the Board reopened the case of the CAMP CALLAN, CALIFORNIA, Artillery Range previously considered by the LATCB at Meetings No. 37 and 80.

Findings:

1. At Meeting No. 37, the LATCB made the following recommendations:

"1. That no further expansion of the activities and training program at Camp Callan be made.

"2. That the activities at the Camp be transferred to other locations as rapidly as possible.

"3. That no firing be conducted on this range unless:

"a. Safety officers are located at strategic points from which air traffic within or approaching the danger area may be observed.

"b. Safety officers have direct interphone or radio communication with airport or airway traffic controllers at San Diego, and range fire control officers.

"c. Telephone or telegraphic advice prior to target practice within the firing range be given to all airports in the immediate vicinity, CAA airway communications stations, and the Naval Air Base at San Diego, and such other aviation activities as may be necessary in the interests of safety.

"4. That the course of the northwest leg of the San Diego Radio range be re-aligned in clockwise direction from 325° as far toward 336° as is consistent with reliable operations.

"5. That an instrument approach channel be established along the northwest leg of the San Diego Range between Encinitas and San Diego, and the Airway narrowed to 4 miles in width from Encinitas to its extremity south of San Diego. This would open a large and highly congested area in the vicinity of San Diego to non-airway



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Meeting No. 138 August 19, 1942

Forces stated to the board that the request for the use of this airport was made in order to permit the basing of a relatively few number of utility planes at Indio in connection with the Desert Training Center.

"2. In Meeting No. 136, a representative of the 2nd Air Force presented to the board a request from the Commanding General, 2nd Air Force, that no new installations be approved within a one hundred mile radius of 48 points, unless coordinated with the 2nd Air Force. Included in these 48 locations was Indio, California.

"3. It can logically be assumed, in view of this request that the 2nd Air Force plans operations at Indio of a type and on a scale far greater than those indicated in paragraph 1.

"4. In view of the facts that the proceedings of meeting No. 105 do not indicate the true conditions under which Indio was approved for Army use and that the Commanding General, 2nd Air Force has apparently interpreted this approval to be for operations on an unrestricted scale, the Navy Member of the board desires that this memorandum be made a part of the record. Because of the size and scope of Navy and Marine operations in the Imperial Valley, Army operations at Indio, as apparently planned by the 2nd Air Force, will be unacceptable to the Navy Department

"5. Nothing in this memorandum will be construed as an acceptance on the part of the Navy Department of Army 2nd Air Force paramount interest claims in the other 47 areas."

The War Department member made the following statement in connection with the above memorandum:

"The one hundred mile circles originally requested by the Commanding General of the 2nd Air Force to be described about Desert Center, Shavers Summit, Rice and Indio, California were reduced so as to exclude therefrom that portion of the 4 circles described which extended below the southern boundary of Green Airway No. 5 and West of Longitude 115° W."

* * * *

b. NACOGDOCHES, TEXAS - ABANDONMENT OF APPROVED SITE

The Secretary of the Board read into the record the following memorandum of August 17, 1942, received from the Corps of Engineers:

"Subject: Proposed Site for Ground Troops Construction Project.

"1. At Meeting No. 119 of the Interdepartment Air Traffic Control Board, July 17, 1942, a location near Nacogdoches, Texas was sanctioned as a Triangular Division Camp Site.

"2. Army Ground Forces have advised this office August 13, 1942, that the site will not be suitable for the intended purpose. This site location is, therefore, being abandoned by the War Department."

* * * *

c. TUCSON, ARIZONA - MUNICIPAL #2 - CHANGE IN RECOMMENDATIONS

At Meeting No. 104, dated June 22, 1942, Tucson Municipal Airport No. 2, TUCSON, ARIZONA, was approved as a Modification Center for use by the Army with the following recommendations:

"1. That the use of Tucson Municipal Airport #2, TUCSON, ARIZONA, as a Modification Center by the Army be approved.



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Meeting No. 138 August 19, 1942

"2. That testing operations be conducted off Green Airway No. 5 to the South and outside areas previously set aside for bombing and aerial gunnery ranges."

CPT operations at this airport consist of 16 Elementary and 84 Instructor Trainees.

Mr. Drake, CPT, has verbally requested that this recommendation be modified to indicate coordination with existing CPT operations.

RECOMMENDATIONS:

That the Army Activities conducted from Tucson Municipal Airport No. 2, TUCSON, ARIZONA, be coordinated with CPT operations.

* * * *

J. B. Hartranft, Jr.
Maj., AC
Secretary 8/27/42.

Earl F. Ward
CAA Representative

C. B. Lober
Col., AC
War Department Representative

J. B. Voit
Lt. Condr., USN
Navy Department Representative

Chas Leazer
CAB Representative

The above recommendations are within the policies established by the War Aviation Committee and are approved.

DONALD H. CONNOLLY
Brig. General, U. S. Army
Military Director of Civil Aviation
8/27/42



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INTERDEPARTMENTAL
AIR TRAFFIC CONTROL BOARD

EK

August 20, 1942

Meeting No. 139.

Time: 1:00 P.M. to 5:00 P. M.

Place: IATCB Room, Army Air Forces Annex #1, Washington, D. C.

Members Present:

C. B. Lober, Colonel, AC
J. B. Voit, Lt. Comdr., USN

Alternates Present:

J. W. Lankford, CAB
John L. Huber, CAA

Secretary:

J. B. Hartranft, Jr., Major, AC

Witnesses Appearing:

R. H. Drake, CPT-CAA
E. W. Piltz, CAA
A. M. Kruse, Office, Corps of Engineers
J. R. Yarrow, CAA-Airport Division

SUBJECTS:


1. AIRPORTS: Page No.

A. MUSKEGON, MICHIGAN ) FIRST CONCENTRATION COMMAND..... 2.
SOUTH BEND, INDIANA )

B. TUCUMCARI, NEW MEXICO - GLIDER TRAINING, REMOVAL FROM CLOVIS, NEW MEXICO..... 2.

C. DETROIT, MICHIGAN - NAVY OUTLYING FIELDS..... 3.

2. ARTILLERY FIRING RANGE: MEDFORD, OREGON - CAMP WHITE..... 4.

3. MANEUVER AREA: FORT WILLIAM HARRISON, MONTANA..... √.

4. CPT FLIGHT TRAINING AREA: KIRKSVILLE, MISSOURI..... √.

5. CAPTIVE BALLOON FLIGHTS - PENNSYLVANIA STATE COLLEGE..... 6.


* * * * *

1. AIRPORTS:

A. MUSKEGON, MICHIGAN )
SOUTH BEND, INDIANA ) FIRST CONCENTRATION COMMAND.

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Meeting No. 139 August 20, 1942

Discussion:

The Secretary of the Board presented a request from the Director of Base Services for clearance of the following sites for use of the Army Air Forces First Concentration Command:

Site #1 BENDIX FIELD, SOUTH BEND, INDIANA
Site #2 MUSKEGON COUNTY AIRPORT, MUSKEGON, MICHIGAN

Findings:

1. Bendix Field, South Bend Municipal Airport, SOUTH BEND, INDIANA is located at Latitude 41° 43', Longitude 86° 19', 3½ miles Northwest of SOUTH BEND, INDIANA.

2. This site was approved at Meeting No. 113 of the IATCB for use by the Air Transport Command.

3. Information received from Colonel Foo, Ferry Command, indicates that Bendix Field will be used as a Ferrying stop-over station only by the Air Transport Command.

4. CPT operations at Bendix Field consist of 50 Navy trainees and 10 Army trainees.

5. Muskegon County Airport, MUSKEGON, MICHIGAN is located at Latitude 43° 10', Longitude 86° 15', 5½ miles South-Southeast of MUSKEGON, MICHIGAN.

6. CPT operations at Muskegon County Airport consist of 10 Navy cross-country trainees.

RECOMMENDATIONS:

1. That Bendix Field, South Bend Municipal Airport, located 3½ miles Northwest of SOUTH BEND, INDIANA be approved for use of the Army Air Forces First Concentration Command provided coordination with CPT and other existing activities can be accomplished.

2. That Muskegon County Airport, located 5½ miles South-Southeast of MUSKEGON, MICHIGAN, be approved for use of the Army Air Forces First Concentration Command provided operations can be coordinated with CPT and other activities.

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B. TUCUMCARI, NEW MEXICO - GLIDER TRAINING, REMOVAL FROM CLOVIS, NEW MEXICO.

Discussion:

Colonel Lober, War Department member, presented a telephone request from Headquarters Flying Training Command for approval of the movement of Glider Training now being conducted at CLOVIS, NEW MEXICO to TUCUMCARI, NEW MEXICO, together with the use of three auxiliary fields located in the immediate vicinity of the main airport.

Findings:

1. The following is a copy of a telegram received from the Commanding General, Flying Training Command addressed to the Director of Individual Training:

"REQUEST EXPEDITE CLEARANCE THROUGH INTERDEPARTMENTAL TRAFFIC CONTROL BOARD FOR THE MUNICIPAL AIRPORT AT TUCUMCARI NEW MEXICO AND THE FOLLOWING FIELDS COLON MAIN FIELD SECT 13 T 11 N, R 31 E, NMPM. AUX NUMBER 1, NW ¼ SECT 11 T 11 N, R 32 E. NMPM. AUX NUMBER 3 SQ ¼ SECT 27 T 11 N, R 31 E. NMPM, FOR USE BY THE 2ND AAFGTC CLOVIS NEW MEXICO. IT IS NECESSARY TO MOVE FROM CLOVIS DUE TO 2ND AIR FORCE CONSTRUCTION AND OPERATIONS BEGINNING AUGUST 23 AT CLOVIS AIRPORT. THE FACILITIES AT TUCUMCARI HAVE BEEN INSPECTED AND ARE DESIRABLE".



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2. At Meeting No. 82, dated May 15, 1942, the NAPCB recommended that:

"The proposed temporary use of Clovis Airport and adjacent satellite fields for CPT Primary Glider (Army Contract) Training be approved with the following provisions:

a. That the proposed activities be coordinated with that of the existing CPT and Army operations.

b. That satellite fields be located at such distance from the main field as will permit coordinating operations.

c. That no practice dead stick landings be made on the main field".

3. The site at TUCUMCARI, NEW MEXICO is located within Green Airway No. 4, at Latitude 35° 11', Longitude 103° 36'.

RECOMMENDATIONS:

1. That the use of the Tucumcari Airport at TUCUMCARI, NEW MEXICO and of the three auxiliary fields in the immediate vicinity thereof, be approved for Glider Training activities.

2. That operations from the proposed fields be conducted in accordance with Civil Air Regulations, Part 60 (Air Traffic Rules).

3. That no practice dead stick landings be made on the main field.

4. That the approval given at Meeting 82 for Glider Training out of CLOVIS, NEW MEXICO be rescinded.

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C. DETROIT, MICHIGAN - NAVY OUTLYING FIELDS.

Discussion:

The Secretary of the Board presented a request from the Bureau of Aeronautics, transmitted through the Navy Department member, for approval of 4 outlying fields to serve the Navy Primary Training Base at DETROIT, MICHIGAN.

Findings:

1. The proposed sites are described as follows:

| | | |
|---|---|---|
| Field #27604 | Latitude 42° 06' 30", | Longitude 83° 14' 30" |
| Field #27106 | Latitude 42° 06' | Longitude 83° 17' |
| Field #27210 | Latitude 42° 06' 15", | Longitude 83° 21' 30" |
| Field #26007 | Latitude 42° 05' | Longitude 83° 18' |

2. The above sites are all located within the confines of Green Airway #2.

RECOMMENDATIONS:

1. That the following described sites be approved as outlying fields to serve the Navy Primary Training Base at DETROIT, MICHIGAN:

| | | |
|---|---|---|
| Field #27604 | Latitude 42° 06' 30", | Longitude 83° 14' 30" |
| Field #27106 | Latitude 42° 06' | Longitude 83° 17' |
| Field #27210 | Latitude 42° 06' 15", | Longitude 83° 21' 30" |
| Field #26007 | Latitude 42° 05' | Longitude 83° 18' |

2. That operations from the above described fields be conducted in accordance with Civil Air Regulations, Part 60 (Air Traffic Rules).

3. That operations from Field #27210 be limited not to exceed 1500 feet in altitude.

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2. ARTILLERY FIRING RANGE: MEDFORD, OREGON - CAMP WHITE.

Discussion:

The Secretary of the Board presented a memorandum from the War Department member concerning the possibility of relocating the impact area or the firing point for artillery activities at CAMP WHITE, OREGON.

Findings:

1. The above memorandum reads as follows:

"This office has contacted Colonel McGaw, Army Ground Forces, concerning possibility of relocating the impact area or the firing point for artillery activities at Camp White, Oregon. Colonel McGaw advises that it is impossible to find another location in the vicinity and that it is necessary to use the artillery ranges thereat. There is attached hereto a copy of a letter from Headquarters 91st Infantry Division, Camp White, to War Department Member, IATCB, which sets forth with enclosures the various types of artillery firing to be conducted, the impact area, firing positions, etc., and states that a solution of the problem is requested prior to September 15, on which date it is anticipated that their firing training program will begin. There is also attached copy of memorandum to CAA Member of the Board, suggesting several solutions to the problem, the simplest of which involves reorientation of the North leg of the Medford radio range and the South leg of the Eugene radio range".

2. The CAA is now investigating the possibility of either reorienting the North leg of the Medford Radio Range and the South leg of the Eugene Radio Range to intersect at about ROSEBURG and also are investigating the possibility of installing several MRL ranges generally in the vicinity of GRANTS PASS and COW CREEK or MYRTLE CREEK together with orientation of the South leg of the Eugene Radio Range in order to divert traffic away from the proposed firing area.

RECOMMENDATIONS:

1. That effective September 14, 1942, contact day and night flights between Eugene and Medford be routed via the established line of light beacons through ROSEBURG, COW CREEK and GRANTS PASS.

2. That high angle ground-to-ground firing or ground-to-air firing in the Camp White reservation be prohibited during periods when flights are conducted over Amber Airway No. 1 in the vicinity of Medford or Eugene under instrument flight rules.

3. That the Commanding Officer of Camp White be responsible for maintenance of adequate liaison with the SEATTLE Air Traffic Control Center through the CAA Medford communication Station.

4. That the Civil Aeronautics Administration determine a more satisfactory and permanent solution by either rerouting the airways, realigning the North leg of the Medford Radio Range, or the installation of additional radio aid facilities.



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3. MANEUVER AREA: FORT WILLIAM HARRISON, MONTANA.

Discussion:

The Secretary of the Board presented a request from the Corps of Engineers for approval of a maneuver area in the vicinity of FORT WILLIAM HARRISON, MONTANA for landing of troops who will assemble for combat maneuver upon landing.

Findings:

1. The proposed area is approximately 4 miles square and contains approximately 8,140 acres. It is located adjacent to and west of the present site of Fort Willian Henry Harrison, and lies approximately 5 miles Northwest of HELENA in LEWIS and CLARK COUNTY, MONTANA, and approximately 7 miles West-Northwest of the Helena Municipal Airport.

2. The maneuver area is to be used for the purpose of landing troops and ground gunnery in connection with training of troops stationed at Ft. Willian Henry Harrison. The site is within Green Airway No. 2 and within the intersection of Green Airway No. 2 and Blue Airway No. 16.

3. CPT operations at the Helena Municipal Airport consist of 20 Army and 20 Navy trainees.

RECOMMENDATIONS:

1. That the proposed area located adjacent to and west of the present site of Fort Willian Henry Harrison, and lying approximately 5 miles Northwest of HELENA in LEWIS and CLARK COUNTY, MONTANA, and approximately 7 miles West-Northwest of the Helena Municipal Airport be approved as a maneuver area to be used for landing of troops who will assemble for combat Maneouvers upon landing.

2. That contact flights between the McDONALD PASS fanmarker and the City of Helena be conducted to the South of the center line of the oneourse signal of the West leg of the Helena Radio Range.

3. That operations which might constitute a hazard to aircraft in flight not be conducted on the above approved site when flights are conducted under instrument flight rules on the West leg of the Helena Radio Range.

4. That the Commanding Officer, Fort Willian Henry Harrison, be responsible for the necessary liaison with CAA Air Traffic Control Center at GREAT FALLS through the CAA Communication Station at HELENA.

* * * *

4. CPT FLIGHT TRAINING AREA: KIRKSVILLE, MISSOURI.

Discussion:

The Secretary of the Board presented a request from the Director of Civilian Pilot Training for approval of a CPT Flight Training Area at the Kirksville Municipal Airport, KIRKSVILLE, MISSOURI.

Findings:

1. The following letter was received from the Director of Civilian Pilot Training, dated August 14, 1942:

"Attached hereto is a request from the City Council of the City of KIRKSVILL MISSOURI, requesting that the Kirksville Municipal Airport and a territory of a 25 mile radius of said airport be designated as a Civilian Pilot Training flight area".

2. CPT operations at the Kirksville Municipal Airport consist of 40 trainees.



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RECOMMENDATIONS:

1. That it is not desirable to restrict an area of a 25 mile radius as desired for the limited number of airplanes to be operated out of the Kirksville Municipal Airport, KIRKSVILLE, MISSOURI.

2. That due consideration will be given by the LATCB to properly safeguarding the continuance of present CPT operations.

* * * *

5. CAPTIVE BALLOON FLIGHTS - PENNSYLVANIA STATE COLLEGE.

Discussion:

Mr. Mackenzie, CAA, presented additional information in reopening the request for approval to fly captive balloons in connection with experimental work being done for the U. S. Army Signal Corps at the PENNSYLVANIA State College.

Findings:

1. The proposed request was deferred at Meeting 136B, dated August 14, 1942, pending additional information.

2. In letter dated August 15, 1942, the Civil Aeronautics Administration requested the following information which was furnished by reply dated August 17, 1942 from the PENNSYLVANIA State College, School of Mineral Industries:

(a) What is the estimated number of times the balloons will be tested?

As the tests are confined to relatively calm and clear weather, with ceilings above the maximum height obtained with a balloon, it is difficult to estimate the number of tests in any given time. The maximum number of days on which tests will be made does not exceed ten.

(b) What is the length of time that the testing will occupy including the time consumed in ascent and descent of the balloons?

A single test may occupy 4 or 5 hours as it will be necessary in this type of experiment to haul the balloon in and let it up again, repeatedly.

(c) Would it be practicable to conduct these tests in an area of less air traffic should the Board object to this operation?

It would be highly impracticable to conduct these tests away from the laboratory for several reasons. Firstly, there are no adequate transportation facilities available for elaborate equipment. Secondly, for speedy and efficient performance of these tests the facilities of a machine shop are required. Thirdly, a heavy teaching schedule makes it impossible for me to leave.

(d) In the event such tests were conducted, could it be assured that the Office of the Chief Aircraft Communicator, CAA, which is situated on the BELLEFONTE intermediate landing field, would be advised at least 3 hours in advance of each experiment.

I can assure you that the Bellefonte Office of the CAA will be notified three hours in advance of all tests.

(e) It is also desired that you confirm our belief that the balloons, when inflated, will have a diameter of about six feet. Yes.

RECOMMENDATIONS:



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1. That the operation of six foot diameter captive balloons by the Pennsylvania State College be approved.

2. That the Pennsylvania State College advise the CAA Communication Station at Bellefonte not less than three hours prior to conducting such balloon operations.

3. That such operations not be conducted into solid overcast or broken clouds.

* * * *

J. B. HARTRANFT, JR.,
Major, AC,
Secretary. 8/24/42

EARL F. WARD,
CAA Representative.

GUS LEAZAR,
CAB Representative.

C. B. LOBER,
Colonel, A. C.,
War Department Representative.

J. B. VOIT,
Lt. Comdr., U.S.N.,
Navy Representative.

The above recommendations are within the policies of the War Aviation Committee and are approved.

DONALD H. CONNOLLY,
Brig. General, U. S. Army,
Military Director of Civil Aviation.
8/26/42



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INTERDEPARTMENTAL AIR
TRAFFIC CONTROL BOARD
Washington, D.C.

Meeting No. 140 August 21, 1942

Place: IATCB Room Army Air Forces Annex No. 1 Washington, D. C.

Time: 1:00 p.m. to 3:00 p.m.

Members Present:

J. B. Voit, Lt. Comdr., USN
C. B. Lober, Col., A.C.

Alternates Present:

John L. Huber, CAA
J. W. Lankford, CAB
C. F. Cornish, Major, AC

Secretary:

J. B. Hartranft, Jr., Major

Witnesses Appearing:

E. W. Piltz, CAA
R. H. Drake, CPT-CAA
W. J. Mackenzie, CAA
C. R. Mooney, National Aviation Training Association
George S. Smith, WNAX
David E. Tolman, WNAX
J. R. Yarrow, CAA-Airport Division
A. B. McMullen, Lt. Col., A.C.

SUBJECTS: Page No.

1. DANGER AREAS

A. BIG SPRINGS, TEXAS - 6 BOMBING TARGET SITES . . . . . 1
B. PADILLA BAY, WASHINGTON - AERIAL GUNNERY RANGE. . . . . 3

2. YANKTON, SOUTH DAKOTA - RADIO ANTENNA TOWERS . . . . . 4

* * * * * * * * * * * *

1. DANGER AREAS

A. BIG SPRING, TEXAS - 6 BOMBING TARGET SITES

Discussion:

The Secretary of the Board presented a request from the Director of Base Services for the approval of six (6) bombing target sites for the use of the Advanced Flying School, BIG SPRING, TEXAS.



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Meeting No. 140 August 21, 1942

Findings:

1. Site S-4 (otherwise known as the Currie Site) is located at Latitude 31° 55', Longitude 101° 21', ten miles East-Northeast of Garden City, Texas; twenty-five miles South-Southeast of Big Spring, Texas; and twenty-four miles South-Southeast of Radio Range Station 326-BZ.

2. Site S-5 (otherwise known as the Hart Site) is located at Latitude 31° 44' Longitude 101° 19', fourteen miles Southeast of Garden City, Texas, 35 miles South-Southeast of Radio Range Station 326-BZ.

3. Site S-6 (otherwise known as the Reynolds-Foster-Price Site) is located at Latitude 31° 51', Longitude 101° 15'.

4. Site N-4 is located at Latitude 32° 35' 30", Longitude 101° 25', fourteen miles South-Southeast of Gail, Texas.

5. Site N-5 is located at Latitude 32° 40', Longitude 101° 24', fourteen miles South-Southeast of Gail, Texas.

6. Site N-6 is located at Latitude 32° 35', Longitude 101° 36', twelve miles South-Southwest from Gail, Texas.

7. These sites are not located within any civil airway.

8. The subject sites are to the east of the Midland Bombing area previously approved by the IATCB.

9. The Advanced Flying School at BIG SPRING, TEXAS, will require eighteen (18) sites with a day and night target on each.

10. The subject target sites will form one large bombing range for each group of three.

11. The consideration of approval of these sites was referred to the War Department Member in a previous meeting to ascertain if the proposed operations could not use one of the bombing sites already cleared. The War Department Member learned through the Flying Training Command at Fort Worth, Texas, that the sites previously approved are used by activities of the Midland Advanced Flying School and other target areas in the vicinity are required for use by other schools.

RECOMMENDATIONS:

1. That the six target sites described below be approved for the use of the Advanced Flying School, BIG SPRINGS, TEXAS:

| | Latitude | Longitude |
|---|---|---|
| Site S-4 | 31° 55' | 101° 21' |
| Site S-5 | 31° 44' | 101° 19' |
| Site S-6 | 31° 51' | 101° 15' |
| Site N-4 | 32° 35' 30" | 101° 25' |
| Site N-5 | 32° 40' | 101° 24' |
| Site N-6 | 32° 35' | 101° 36' |

2. That designation of danger areas for these sites be withheld pending receipt of information that they are being used.

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Meeting No. 140 August 21, 1942

B. PADILLA BAY, WASHINGTON - AERIAL GUNNERY RANGE

Discussion:

The Secretary of the Board presented a request from the Assistant Chief of the Air Staff, A-3, for the approval of the use of a gunnery range and designation of a danger area in the vicinity of PADILLA BAY, WASHINGTON, by Army Air Forces activities at Paine Field, Everett, Washington.

Findings:

1. Information from the Commanding Officer, Paine Field, Everett, Washington, contained in letter dated July 16, 1942 to the Commanding General, Army Air Forces, and indorsements thereto may be summarized as follows:

> The requested range is to be used for aerial gunnery against ground targets and meets all safety requirements for this type range. A diligent search has been made of this area for a suitable range of this type located off the airways without satisfactory results. Firing will only be done under contact weather conditions at altitudes generally below 1000 feet.

2. In Meeting No. 68 a request was submitted for extension of the range at Puget Sound to include Gedney Island and the tip of Camano Island. This request was disapproved. The IATCB reaffirmed these recommendations in Meeting No. 106.

3. In Meeting No. 77 an entirely different site was requested and disapproved but this site was finally approved in Meeting No. 109 with the modification that it be approved for use as an Air Ground Gunnery Range until such time as a suitable range could be provided off the airways.

4. The request for extension of the Everett, Washington, range previously requested in Meeting No. 68 was withdrawn in Meeting No. 134.

5. The presently proposed range is located in the center of Amber Airway No. 1 and directly across the south leg of the Bellingham radio range. Amber Airway No. 1 is a main arterial airway paralleling the West Coast.

RECOMMENDATIONS:

That the proposed site in PADILLA BAY, WASHINGTON, for use by the Second Air Force, Paine Field, Everett, Washington, as an aerial gunnery range be disapproved and the recommendations made by the IATCB, quoted below from Meeting No. 109, be reaffirmed:

"1. That the proposed site, described below, be approved for use as an Air Ground Gunnery Range until such time as a suitable range can be provided off the airways:

> Beginning at Latitude 47° 15' 30", Longitude 119° 29' 30"; thence East to Latitude 47° 15' 30", Longitude 119° 27'; thence Northeast to Latitude 47° 18', Longitude 119° 26'; thence Northeast to Latitude 47° 19', Longitude 119° 25' 30"; thence West to Latitude 47° 17', Longitude 119° 32'; thence Southeast to starting point.

"2. That all gunnery practice on the above approved range be limited to approach from not to exceed 1000 feet above the ground within a radius of 3 miles.

"3. That arrangements be made to cease fire on the above approved range upon the approach of other aircraft within the Danger Area.



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"4. That immediate steps be taken to provide a suitable Air Ground Gunnery Range in this vicinity off airways.

"5. That the approved area be designated a Danger Area and published in "Notices to Airmen" and plotted on Aeronautical Charts."

* * * * * * * * * * *

2. YANKTON, SOUTH DAKOTA - RADIO ANTENNA TOWERS

Discussion:

Mr. Mackenzie, CAA presented an application from WNAX Broadcasting Company, YANKTON, SOUTH DAKOTA, for authority to make certain changes in the directional antenna system serving that station.

Findings:

1. The proposed changes involve the construction of two additional radio antenna towers; 320 feet and 905 feet, respectively in overall height above the ground. The towers will be 1520 feet and 2105 feet in overall height above mean sea level. The towers, which are in addition to the present 449 foot tower, would develop a 3 element directional ray capable of serving a wider circuit in the South Dakota area.

2. The site of the subject towers is at Latitude 42° 54' 45" North, Longitude 97° 18' 07" West.

3. The 905 foot structure would be located within a 40 to 1 gliding ratio of the Yankton Municipal Airport.

4. It has been the policy of the IATCB not to approve any structure which would protrude above a 40 to 1 gliding angle to the nearest useable boundary of a flying field and in this particular case it is a bit difficult to determine exactly how far it is from the useable portion of the field. As plotted on aeronautical charts, the proposed structure is approximately 4 miles from the center of the airport and as such would be 750 feet higher than the published elevation of the airport, which would mean it should be located a minimum of 6 miles from the field in order to stay within the 40 to 1 gliding range.

5. The airport at YANKTON, SOUTH DAKOTA, was approved in Meeting No. 103 of the IATCB as a satellite field for operations out of Sioux City. The CAA has gone on record as stating that this existing field is not capable of being developed further and that there is a new site located approximately 1½ miles North-Northeast of the old airport which is being given consideration.

6. The War Department member ascertained that there are no Army activities conducted out of this airport at the present time and that they had no interest in this site.

7. The investment of the WNAX Broadcasting Company, placed in the construction of these towers, has been extensive and inasmuch as a new airport is being considered for YANKTON, SOUTH DAKOTA, the new field could be located with consideration of the proximity of these existing radio towers.

8. CPT operations at the YANKTON, SOUTH DAKOTA, airport consist of 10 Army and 10 Navy trainees.



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Meeting No. 140 August 21, 1942

RECOMMENDATIONS:

1. That the site at Latitude 42° 54' 45" North, Longitude 97° 18' 07" West be approved for the erection of two additional radio towers, one of which has an overall height of 1520' above mean sea level and the other 2105' above mean sea level (320' and 905' respectively above ground level).

2. That said towers be marked and lighted in accordance with CAA specifications.

3. That the approval previously given in Meeting No. 103 for the use of the airport at YANKTON, SOUTH DAKOTA, as a satellite field for the operations conducted out of Sioux City be withdrawn.

* * * * * * * * * * *

J. B. Hartranft, Jr.
Major, AC
Secretary

E. F. Ward
CAA Representative

C. B. Lober
Colonel, AC
War Department Representative

J. B. Voit
Lt. Comdr., USN
Navy Department Representative

Gus Leazar
CAB Representative

The above recommendations are within the policies established by the WAR AVIATION COMMITTEE and are approved.

DONALD H. CONNOLLY
Brigadier General, U. S. Army
Military Director of Civil Aviation
8/27/42



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INTERDEPARTMENTAL AIR
TRAFFIC CONTROL BOARD
WASHINGTON, D. C.

Meeting No. 141 — August 24, 1942

Place: IATCB Room, Army Air Forces Annex No. 1, Washington, D. C.

Time: 1:00 p.m. to 5:00 p.m.

Members Present:

E. F. Ward, CAA, Presiding
C. B. Lober, Col., AC
J. B. Voit, Lt. Comdr., USN
Gus Leazar, CAB

Secretary: J. B. Hartranft, Jr., Maj., AC

Witnesses Appearing:

R. H. Drake, CPT-CAA
J. R. Yarrow, CAA-Airport Division
E. W. Piltz, CAA

Subjects: Page No.

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* * * *

1. AIRPORTS

a. CLOVIS, NEW MEXICO - SECOND AIR FORCE INSTRUMENT LANDING TRAINING

Discussion:

The War Department member submitted a verbal request for the approval of the airport at CLOVIS, NEW MEXICO for use by the Second Air Force for Instrument Landing Training activities for 4-engine Heavy Bombardment Units.

Findings:

1. At Meeting No. 82, the IATCB approved the CLOVIS airport for Army Contract CPT Glider Training. At Meeting No. 139, the IATCB approved the removal of the Glider Training Activities from CLOVIS to TUCUMCARI, NEW MEXICO.

2. CPT operations at the CLOVIS airport consist of 10 Navy Trainees.

RECOMMENDATIONS:

That the airport at CLOVIS, NEW MEXICO be approved for Second Air Force operations involving Instrument Landing Training subject to coordination with existing CPT activities.



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b. SHERIDAN, WYOMING - SECOND AIR FORCE HEAVY BOMBARDMENT OTU

Discussion:

The War Department member presented a verbal request for approval of the airport at SHERIDAN, WYOMING, for advance planning purposes, for Second Air Force Heavy Bombardment OTU.

Findings:

There are no CPT activities at the SHERIDAN airport and no other apparent conflict exists.

RECOMMENDATIONS:

1. That the airport at SHERIDAN, WYOMING be approved for advance planning purposes for Second Air Force Heavy Bombardment OTU.

2. That if operations are to be conducted from this airport, they be conducted in accordance with Civil Air Regulations, Part 60 "Air Traffic Rules."

* * * *

c. WEST LEBANON, NEW HAMPSHIRE - CIVILIAN PILOT TRAINING

Discussion:

The Secretary of the Board presented a request from the Bugbee Flying Service, White River Junction, Vermont, received through the War Department member, for approval of the use of the Lebanon Airport, WEST LEBANON, NEW HAMPSHIRE by their CPT trainees.

Findings:

1. The Bugbee Flying Service is now engaged in training ten extra curricula CPT Trainees and ten CPT Instructor Trainees. Under the terms of the contract for the Instructor Trainees, the Bugbee Flying Service is required to give each trainee five hours of night flying.

2. The airport at WEST LEBANON is being constructed by the CAA and when completed will have lighted runways for night flying which will make it desirable for the proposed use by the Bugbee Flying Service.

RECOMMENDATIONS:

That the new Lebanon Airport, WEST LEBANON, NEW HAMPSHIRE be approved for use by CPT Trainees of the Bugbee Flying Service, White River Junction, Vermont.

* * * *

2. DANGER AREA - HOBBS, NEW MEXICO - BOMBING TARGETS

Discussion:

The Secretary of the Board presented requests from the War and CAA members for the modification of the HOBBS, NEW MEXICO Danger Area, approved in Meeting No. 126, to permit the continuance of a Continental Airlines route from Albuquerque to Roswell, to Hobbs, to Carlsbad, to El Paso.

Findings:

1. Memorandum from the War Department member dated August 22, 1942, concerning this subject reads as follows:



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"1. In meeting No. 126 of the IATCB, a Danger Area was established to the West of HOBBS, NEW MEXICO. This Danger Area prevents the operation of a Continental Airlines route from Albuquerque to Roswell to Hobbs, Carlsbad to El Paso. This office has contacted Colonel James S. Powell, West Coast Training Center and has the agreement of that Training Center to remove from such Danger Area that portion which lies west of 130° 30' West Longitude and north of Mescalero Ridge, extending generally southeastward from the town of Maljamar, also to exclude from the established Danger Area that portion of which that lies south of an east-west line through the towns of Monument and Nadine and which lies east of 103° 15' West Longitude.

"2. It is requested that Board action in meeting 126 be amended to exclude from the Danger Area established in subject meeting the two areas described above. Copy of Roswell Aeronautical Chart showing such areas is attached hereto."

2. Letter, dated August 20, 1942, from the Superintendent of Airways, Fourth CAA Region, received through the CAA member, concerning this subject reads as follows:

"Reference is made to subject danger area chart published in Weekly Notices to Airmen dated August 13, 1942.

"Please advise if the operations of Continental Airlines were taken into consideration when the subject danger area was approved. It is the opinion of this office that if Continental Airlines continue to operate into Hobbs, New Mexico, that a lane should be provided in which no bombing would be conducted to permit operations from Roswell to Hobbs and from Hobbs to Carlsbad, in the same manner as was done in setting up the Roswell bombing range."

3. A representative of the Continental Air Lines was in the office of the War Department member when the plan submitted by Colonel Lober was prepared and during the telephone conversation with Colonel Powell of the West Coast Training Center. He was satisfied with the solution. However, he did plan to discuss with proper authorities the question of change in remuneration provided in their contract in view of the fact that they would have to travel additional miles between Hobbs and Carlsbad.

RECOMMENDATIONS:

1. That the Danger Area in the vicinity of HOBBS, NEW MEXICO, described in Meeting No. 126 be amended to read as follows:

"That two areas in the vicinity of HOBBS, NEW MEXICO, described below be designated Danger Areas:

"The first area is described as being bounded by a line beginning at the town of Bronco, Latitude 33° 15' N, Longitude 103° 02' W; thence due South to Latitude 32° 57' N; thence due West to Longitude 103° 24' W; thence generally Northwesterly in a straight line to a point at Latitude 33° 03' N, Longitude 103° 36' W; thence generally Northeasterly in a straight line to a point at Latitude 33° 6' N, Longitude 103° 18' W; thence due North to Latitude 33° 13' N; thence generally Northeasterly in a straight line to the town of Tatum; thence due East to the town of Bronco, the point of origin.

"The second area is described as being bounded by a line beginning at Salt Lake, Latitude 32° 17' N, Longitude 104° W; thence generally North Northeasterly in a straight line to the town of Maljamar; thence due North to Latitude 33° N; thence generally Southeasterly in a straight line to a point at Latitude 32° 42' N, Longitude 103° 15' W; thence due South to Latitude 32° 17' N; thence due West to Salt Lake, Latitude 32° 17' N, Longitude 104° W, the point of origin.

2. That the Danger Area Chart shown in CAA Weekly Notices to Airmen dated August 13, 1942, be corrected in accordance with the above description.

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Meeting No. 141 August 24, 1942

3. MEMORANDA FOR THE RECORD

The Secretary of the Board presented the following three memoranda which were approved by the Board for inclusion in the record.

a. CORRECTION TO SUBJECT NO. 1-B-13, MEETING NO. 103, JUNE 18, 1942

At Meeting No. 103, the IATCB approved a site at REDMOND, OREGON, for use as an Army Satellite Field for the Walla Walla, Washington Army Air Base. The location for the site at REDMOND at that time was given as Latitude 44° 30', Longitude 121° 05'.

In a Record and Routing Sheet, dated July 31, 1942, the Director of Base Services advised that the location of the REDMOND, OREGON site as shown in Meeting No. 103 was incorrect and requested that the IATCB minutes be corrected to show the location of the REDMOND site as being at Latitude 44° 16', Longitude 121° 09'.

* * * *

b. CORRECTION TO SUBJECT NO. 2, MEETING NO. 128, AUGUST 13, 1942

1. At Meeting No. 128, Subject No. 2, dated August 3, 1942, the IATCB recommended that a Danger Area, described below, be established at Camp Swift, BASTROP, TEXAS:

> Bounded by a line beginning at the Town of ELGIN, on U. S. Highway 290; thence in a Southeasterly direction along U. S. Highway 290 to the highway cut-off at the Town of HILLS; thence in a straight line Southeasterly to the intersection of the BASTROP-SMITHVILLE road and the pipeline running East out of the Town of HILLS PRAIRIE; thence West Northwesterly along said highway to the town of BASTROP and the intersection of the MKT Railroad; thence Northerly along said railroad to the town of ELGIN and the point of origin.

2. It is recommended that the following correction of the above described area be made a matter of record:

> "~~*****~~ cut-off at the Town of HILLS: thence in a straight line Southwesterly, etc."

* * * *

c. ABANDONMENT OF MOBERLY, MISSOURI APPROVED SITE "B"

The following memorandum, dated August 21, 1942, was received from the Corps of Engineers:

"1. At Meeting No. 109 of the Interdepartmental Air Traffic Control Board, June 29, 1942, a location near Sturgeon, Missouri, known as Moberly Site B was sanctioned as a Triangular Division Camp Site.

"2. Army Ground Forces have advised this office August 18, 1942, that the site will not be suitable for the intended purpose. This site location is therefore being abandoned by the War Department.

"3. At Meeting No. 100 of the Interdepartmental Air Traffic Control Board, June 12, 1942, Moberly Site A was approved by the Board and in doing so recommended that the Civil Aeronautics Authority abolish Blue Airway No. 9 between Boonville and Columbia, Missouri, for the duration of the war.

"4. Now that both Moberly Sites A and B have been abandoned by the War Department the abolishment of Blue Airway No. 9 may not be necessary."



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Meeting No. 141 August 24, 1942

RECOMMENDATIONS:

That the above information regarding MOBERLY, MISSOURI Site B be noted in the records of the LATCB but that no change be made in the recommendation of Meeting No. 100 regarding the abolition of Blue Airway No. 9 between Kirksville and Columbia, Missouri.

* * * *

J. B. Hartranft, Jr.
Maj., AC
Secretary 8/24/42

Earl F. Ward
C.A. Representative

C. B. Lober
Col., AC
War Department Representative

J. B. Vest
Lt. Comdr., USN
Navy Department Representative

Gene Morgan
CAA Representative

The above recommendations are within the policies established by the WAR AVIATION COMMITTEE and are approved.

For the WAR AVIATION COMMITTEE:

DONALD H. CONNOLLY
Brigadier General, U. S. Army
Military Director of Civil Aviation
8/28/42



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INTERDEPARTMENTAL
AIR TRAFFIC CONTROL BOARD

Meeting No. 141-P August 24, 1942

Place: IATCB Room, Army Air Forces Annex No. 1, Washington, D. C.

Time: 1:00 p.m. to 5:00 p.m.

Members Present:

E. F. Ward, CAA, Presiding
C. B. Lober, Col., AC
J. B. Voit, Lt. Comdr., USN
Gus Leazar, CAB

Secretary: J. B. Hartranft, Jr., Major, AC

Witnesses Appearing:

R. H. Drake, CPT-CAA
J. R. Yarrow, CAA-Airport Division
E. W. Piltz, CAA

Subject: Establishment of Sub-Committees of the Interdepartmental Air Traffic Control Board.

Discussion:

In accordance with letters from the President of the United States dated March 6, 1942, to the Secretaries of War, Navy, Commerce, and the Chairman of the Civil Aeronautics Board, the IATCB considered the appointment of various sub-committees of the IATCB.

RECOMMENDATIONS:

1. That sub-committees be appointed at:

   a. Seattle, Washington
   b. Los Angeles, California
   c. Fort Worth, Texas
   d. Chicago, Illinois
   e. Jacksonville, Florida
   f. New York City, New York

2. That the sub-committees continue to function until such time as their dissolution is recommended by the IATCB.

3. That the local joint Army-Navy-CAA site selection committee created in Southern California on the Recommendation of the Interdepartmental Air Traffic Control Board at Meeting #70, April 18, 1942, be dissolved.

4. That each sub-committee should have Army, Navy, Civil Aeronautics Administration and Civil Aeronautics Board representation.

5. That the CAA members of the sub-committees be appointed by the Administrator of Civil Aeronautics, the CAB members by the Chairman of the Civil Aeronautics Board, the Navy Department members by the Commander-in-Chief, U.S. Fleet, and the War Department members by the Chief of Staff, U. S. Army.

6. That none of the agencies represented on the sub-committees shall have more than one vote regardless of the number of co-members.

7. That a permanent Secretary should be appointed for each sub-committee.

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8. That each agency represented on the sub-committee assist in providing such staff assistants as may be necessary and practical.

* * * * * *

9. That each sub-committee shall:

a. Make recommendations upon matters referred to the sub-committee by the IATCB.

b. Make recommendations either upon its own initiative or upon proposals or applications of field agencies submitted directly to the sub-committee. Such recommendations should be forwarded to the Secretary of the IATCB for action by the IATCB.

10. That no recommended action will be considered final until approved by the War Aviation Committee or its authorized representative.

11. That recommendations on proposals originating within field agencies shall show local coordination of interested agencies and the recommendation of the sub-committee as a whole or, if there is a minority opinion, so state with reasons therefor. This coordination may be obtained by telephone or other expeditious means without sub-committee meetings, or written submission to such sub-committee, unless a meeting is deemed necessary by the Chairman. Recommendations shall be routed through such channels as the interested agency may require.

12. That the Secretary of each sub-committee shall be furnished the following by the Secretary of the IATCB:

a. Suitable maps showing the various regional boundaries of each activity concerned.

b. Maps showing airport assignments, danger areas, reserved areas and any other pertinent information as of a fairly recent date. These maps shall be kept current as copies of the IATCB proceedings are received.

c. Suitable number of copies of the Board proceedings.

d. Copies of established Board policies.

13. That upon a matter being referred to the Secretary of one of the sub-committees, such Secretary will be responsible for proper notification of all members of his particular sub-committee and for all other agencies or parties that have an interest in the particular problem involved.

14. Problems involving two or more CAA regions, IATCB areas, Naval districts, etc. will be coordinated by the Chairman or Secretary of the originating sub-committee unless directed otherwise by the IATCB.



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15. That the Secretary of the IATCB shall be notified of the names, rank, title, telephone and telegraph addresses of all committee members appointed. The Secretary of the IATCB will then notify each sub-committee member of the other appointees to the committee.

16. That each sub-committee at its initial meeting proceed to organize and select a Chairman and a Secretary. (Secretary not necessarily a member of the sub-committee.)

17. All recommendations submitted to the IATCB shall be classified as "Restricted," or higher if necessary.

J. B. Hartranft, Jr.
J. B. HARTRANFT, JR.
Major, AC
Secretary, IATCB 9/3/42.

Earl F. Ward
CAA Representative

C. B. Lober
Colonel, AC
War Department Representative

J. B. Voit
Lt. Comdr., USN
Navy Department Representative

Gus Loazar
CAB Representative

9/3/42

The above recommendations are within the policies established by the War Aviation Committee and are approved.

For the WAR AVIATION COMMITTEE:

DONALD H. CONNOLLY
Brigadier General, U. S. Army
Military Director of Civil Aviation



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INTERDEPARTMENTAL AIR TRAFFIC
CONTROL BOARD
WASHINGTON, D. C.

Meetings No. 142-3 August 25,-6, 1942

Place: IATCB Room, Army Air Forces Annex #1, WASHINGTON, D. C.

Time: 1:00 p.m. to 5:00 p.m. - August 25, 1942
10:00 a.m. to 5:00 p.m. - August 26, 1942

Members Present:
Earl F. Ward, CAA Presiding
C. B. Lober, Colonel, A.C.
Gus Leazar, CAB
J. B. Voit, Lt. Comdr., USN

Alternates present:
C. F. Cornish, Maj., A.C.
W. F. Taylor, Ensign, USNR

Secretary:
J. B. Hartranft, Jr., Major, A.C.

Witnesses Appearing:

J. B. Newman, Col., Eng. (B & G Division)
G. M. Buckles, Capt., AC (B & G Division)
T. R. Fletcher, Capt., AC ( " " )
C. M. Spainhour, Maj., AC ( " " )
John R. Nash, Capt., Eng. ( " " )
E. W. Piltz, CAA
J. R. Yarrow, CAA
J. B. Bayard, Jr., CAA-Airport Div.
Phillip Moore, CAA
Charles B. Donaldson, CAA
R. H. Drake, CPT-CAA


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| Bay St. Louis | 13 |
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| Barnwell | 12 |
| Charleston | 14 |
| Chester | 12 |
| Florence | 12 |
| Georgetown | 14 |
| Greenwood | 12 |
| Hartsville | 14 |
| Johns Island | 12 |
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| WISCONSIN: | |
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Meeting No. 142-3 August 25,-6, 1942

1. AIRPORTS

A. NAVY

(1) VIRGINIA BEACH (OCEANA), VIRGINIA

Discussion:

The Secretary of the Board presented a verbal request from the Navy Member for the approval of a site at VIRGINIA BEACH (OCEANA), VIRGINIA, for Navy use.

RECOMMENDATIONS:

That a site in the vicinity of VIRGINIA BEACH, VIRGINIA, otherwise known as OCEANA, be approved for Navy use.

* * * * * *

(2) NEW ORLEANS, LOUISIANA - MUNICIPAL AIRPORT (FORMERLY SHUSHAN AIRPORT)

Discussion:

The Navy Department member presented a verbal request for approval of the use of the Municipal Airport, NEW ORLEANS, LOUISIANA, as an Auxiliary Field in connection with Navy Primary Training.

RECOMMENDATIONS:

That the Municipal Airport, NEW ORLEANS, LOUISIANA, be approved for use as an Auxiliary Field by the Navy in connection with Primary Training Activities provided satisfactory coordination is had with Army Air Force authorities and other existing activities.

* * * * * *

(3) SUFFOLK, VIRGINIA, AND
EMPORIA, VIRGINIA

Discussion:

The Navy Department member presented a verbal request for approval of the improvement of airports at SUFFOLK and EMPORIA, VIRGINIA, and their use by the Navy.

Findings:

1. The proposed site at SUFFOLK, VIRGINIA, is located 3⅛ miles South-southwest of SUFFOLK at Latitude 36° 40', Longitude 76° 36'.

2. The proposed site at EMPORIA, VIRGINIA, is located 3 miles East of EMPORIA at Latitude 36° 41' 30", Longitude 77° 29' 30".

3. SUFFOLK and EMPORIA, VIRGINIA, were contained in List No. 3 submitted by the Army (referred to in Subject 1 B(2) of this meeting) but the request was withdrawn by a representative from the office of the Director of Base Services.

RECOMMENDATIONS:

1. That the improvement of an airport at SUFFOLK, VIRGINIA, at Latitude 36° 40', Longitude 76° 36' be approved.



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2. That the improvement of an airport at EMPORIA, VIRGINIA, at Latitude 36° 41' 30", Longitude 77° 29' 30" be approved.

3. That the above described airports at SUFFOLK and EMPORIA, VIRGINIA, be approved for use by the Navy.

4. That the Army Air Forces make arrangements with the Navy for the use of the above two airports for active defense purposes.

* * * *

B. ARMY

(1) HAWTHORNE, CALIFORNIA - MUNICIPAL AIRPORT - 4TH AIR FORCE TACTICAL STATION

Discussion:

The Secretary of the Board presented a request from the Director of Base Services for the approval of the use of the Hawthorne Municipal Airport, HAWTHORNE, CALIFORNIA, by the Fourth Air Force as a tactical station.

Findings:

1. The Hawthorne Municipal Airport, HAWTHORNE, CALIFORNIA, is located at Latitude 33° 56', Longitude 118° 19' but is not shown on aeronautical charts. Buildings and Grounds Division of the Director of Base Services states that the site is an existing airport, located 8 miles South of the center of the Los Angeles business center, 13 miles North of San Padro, 7 miles East of Santa Monica Bay and one half mile South of the Los Angeles Radio Range.

2. The site has been approved by the Assistant Chief of the Air Staff, A-3, for the use of the Fourth Air Force.

RECOMMENDATIONS:

1. That the approval of the use of the Hawthorne Municipal Airport, HAWTHORNE, CALIFORNIA, be deferred and referred to the War Department Member for further information from the Fourth Air Force as to the proposed activity and coordination with Navy and other flight operations in that vicinity.

* * * *

(2) CLEARANCE OF MISCELLANEOUS AIRPORT STIES FOR CAA CONSTRUCTION.

PART #1 - PREVIOUSLY APPROVED FOR CONSTRUCTION BY CAA AND PRESENTLY REQUIRED FOR ARMY USE.
PART #2 - PRESENTLY REQUIRED - ARMY CONSTRUCTION.
PART # 3 - NEW LOCATIONS REQUIRED AND NOT PREVIOUSLY APPROVED FOR CONSTRUCTION BY THE CAA.

Discussion:

The Secretary of the Board presented a request from the Director of Base Services for approval of CAA airport construction and the use of certain sites by various activities as presented on the three lists shown above.



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Meetings No. 142-3 August 25,-6, 1942

Findings:

1. The following sites in Part #1 "Previously approved for construction by CAA and Presently Required for Army Use" were previously approved by the IATCB and no further action is required:

| SITE | MEETING NO. APPROVED |
|---|---|
| Anniston, Alabama | 123 |
| Demopolis, Alabama | 138 |
| Estrella, California | 98 |
| Sacramento, California | 98-104-115-121 |
| Dover, Delaware | 131 |
| Georgetown, Delaware | 135 |
| Cross City, Florida | 63 |
| Dunnellon, Florida | 63 |
| Kissimmee, Florida | 118 |
| Naples, Florida | 63 |
| Ocala, Florida | 25 |
| Zephyrhills, Florida | 116 |
| Cordele, Georgia | 132 |
| Savannah #2, Georgia | 121 |
| Thomasville, Georgia | 63 |
| Tifton, Georgia | 138 |
| Waycross, Georgia | 63 |
| Twin Falls, Idaho | 74 |
| Terre Haute, Indiana | 63 |
| Burlington, Iowa | 113 |
| Alexandria, Louisiana | 82 |
| Hammond, Louisiana | 82 |
| Mansfield, Louisiana | 64 |
| Natchitoches, Louisiana | 78 |
| Shreveport, Louisiana | 113-128 |
| Brunswick, Maine | 74 (Navy)* |
| Portland, Maine | 74 (Navy)* |
| Sanford, Maine | 119 (Navy)* |
| Salisbury, Maryland | 124 |
| Bedford (Boston #2), Mass. | 131 |
| Alpena, Michigan | 122 |
| Flint, Michigan | 116 |
| Grayling, Michigan | 117 |
| Hattiesburg, Mississippi | 132 |
| Cut Bank, Montana | 103 |
| Glasgow, Montana | 103 |
| Great Falls, Montana | 64 |
| Grand Island, Nebraska | 136-A |
| North Platte, Nebraska | 64 (Navy) (Army withdrew request) |
| Asbury Park,(Freehold) N.J. | 135 |
| Cape May (Rio Grande), N.J. | 121 (Navy)* |
| Las Cruces, New Mexico | 103 |
| Santa Fe, New Mexico | 74 |
| Watertown, New York | 82 |
| Schenectady, New York | 82 (disapproved in Meeting #82) (now approved) |
| Westhampton (Suffolk), N.Y. | 131 |
| Lumberton, North Carolina | 63 |
| Rocky Mount, North Carolina | 131 |
| Wilmington, North Carolina | 117 |
| Zanesville, Ohio | 74 |
| Wilmington, Ohio | 72 |



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| SITE | MEETING NO. APPROVED |
|---|---|
| Cushing, Oklahoma | 132 |
| Durant, Oklahoma | 134 |
| Okmulgee, Oklahoma | 88 |
| Woodward, Oklahoma | 136-B |
| Corvallis, Oregon | 82 |
| North Bend, Oregon | 133 |
| Salem, Oregon | 82 |
| Aiken, South Carolina | 82 |
| Anderson, South Carolina | 78 |
| Barnwell, South Carolina | 123 |
| Chester, South Carolina | 63 |
| Florence, South Carolina | 63-137 |
| Greenwood, South Carolina | 106 |
| Johns Island, South Carolina | 63 |
| Spartanburg, South Carolina | 63 |
| Walterboro, South Carolina | 63 |
| Pierre, South Dakota | 103 |
| Watertown, South Dakota | 103 |
| Clarksburg, Tennessee | 100 |
| Dyersburg, Tennessee | 122 |
| Beaumont (Port Arthur), Texas | 121 (Navy)* |
| Brownwood, Texas | 82 |
| Denton, Texas | 64-135 |
| Marfa, Texas | 126 |
| Paris, Texas | 82 |
| Virginia Beach (Oceana), Va. | 142 (Navy)* |
| Richmond (Harvey Rhoads Airport), Virginia | 124 |

* These airports are to be constructed to Army standards and are approved for Navy use except when required for active defense purposes by the Army.

2. The following sites in Part #2 "Presently Required - Army Construction" were previously approved by the IATCB and no further action is required:

| SITE | MEETING NO. APPROVED |
|---|---|
| Daleville, Alabama (same as Ozark) | 120 |
| Fort Meyers, Florida | 63 |
| Lakeland #2, Florida | 63 |
| Sarasota-Bradenton, Florida | 63 |
| Harris Neck, Georgia | 124 |
| Columbus, Indiana | 82 |
| Herington, Kansas | 136-A |
| Winfield-Ark.City, Kansas | 63 |
| Pollock, Louisiana | 82 (Located Lat. 31°31', Long. 92°25' |
| Beltsville, Maryland | 82-131 |
| Oscoda (Camp Skeel), Michigan | 116 |
| Grenada, Mississippi | 82 (Lat. 33° 49' - Long. 89° 48') |
| Gulfport, Mississippi | 63-64 |
| Sedalia, (Knobnoster), Missouri | 78-82 |
| Alliance, Nebraska | 64 |
| Fairmont, Nebraska | 132 |
| Harvard, Nebraska | 132 |
| Clovis, New Mexico | 141 |
| Laurenburg-Maxton, North Carolina | 82 |



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| SITE | MEETING NO. APPROVED |
|---|---|
| Raleigh-Durham, North Carolina | 82 |
| Ardmore, Oklahoma | 64-65 (Located Lat. 34° 18' Long. 97° 09') |
| Madras, Oregon | 133 |
| Reading, Pennsylvania | 82 |
| Palacios, Texas | 82 |

3. The following sites in Part #3 "New Locations Required and Not Previously approved for construction by the CAA" were previously approved by the IATCB and no further action is required:

| SITE | MEETING NO. APPROVED |
|---|---|
| Little Rock (Adams Field), Arkansas | 82-102-128 |
| Marysville, California | 82-98 (Located Lat. 39° 05' Long. 121° 34') |
| Ontario, California | 82-98 |
| Santa Rosa (Samona Field), California | 82-98 |
| Groton, Connecticut | 131 |
| New Haven, Conn. | 131 |
| Boca Chica, Florida | 100-114 |
| Gainsville, Florida | 120 |
| Tampa (Henderson-Hillsboro County), Florida | 98-121 |
| Immokalee, Florida | 116 |
| Lake Wales, Florida | 107 |
| Miami, Florida (36th Street) | 103 |
| Perry, Florida | 63 |
| Venice, Florida | 63-118-A |
| Dublin, Georgia | 124 |
| Statesboro, Georgia | 64 |
| Sylvania, Georgia | 132 |
| Vidalia (Vidalia-Lyons Site), Georgia | 132 |
| Peoria, Illinois | 122 |
| Evansville, Indiana | 59 |
| Mason City, Iowa | 103 |
| Great Bend, Kansas | 136-A |
| Hays-Walker, Kansas | 82-120-133-136-A |
| Liberal, Kansas | 103 |
| Pratt, Kansas | 121 |
| Houma, Louisiana | 63-121 |
| Ruston, Louisiana | 124 |
| Bay St. Louis (Hancock County) Mississippi | 63 |
| Laurel, Mississippi | 120 |
| Starkville, Mississippi | 137 |
| St. Joseph, Missouri | 88-100 |
| Lewiston, Montana | 103 |
| Ainsworth, Nebraska | 122 |
| McCook, Nebraska | 136-A |
| Scottsbluff, Nebraska | 103-133 |



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Meetings No. 142-3 August 25,-6, 1942

| SITE | MEETING NO. APPROVED |
|---|---|
| Manteo, North Carolina | 75 (Navy) |
| Clinton, Oklahoma | Disapproval in Meeting #136-B reaffirmed. |
| Gage, Oklahoma | 136-B |
| Hobart, Oklahoma | 136-B |
| Muskogee, Oklahoma #2 | 103 |
| Perry, Oklahoma | 131 |
| Medford, Oregon | 82 |
| Redmond, Oregon | 103 |
| Charleston, South Carolina | 63 |
| Georgetown, South Carolina | 117 |
| Hartsville (Dovesville), South Carolina | 131 |
| Myrtle Beach, South Carolina | 63 |
| Mitchell, South Dakota | 122 |
| Memphis, Tennessee | 104 |
| Nashville, Tennessee | 82 |
| Austin, Texas | 82 |
| Gainesville, Texas | 82 |
| Galveston, Texas | 82 |
| Temple, Texas | 82 |
| Tyler, Texas | 123 |
| Provo, Utah | 78 |
| Ephrata #1, Washington | 74 |
| Cheyenne, Wyoming | 64 |
| Suffolk, Virginia | 142 (Navy) |
| Emporia, Virginia | 142 (Navy) |

RECOMMENDATIONS:

1. That the following sites in Part #1 "Previously Approved for Improvement by CAA and Presently Required for Army Use" be approved for improvement and assignment as indicated:

| SITE | LOCATION | ASSIGNMENT |
|---|---|---|
| Muscle Shoals, Alabama | Municipal. Exact location to be furnished IATCB | SETC - Cross country |
| Crescent City, Cal. | 41° 47 - 124° 14' | 4th Air Force - patrol |
| Easton, Maryland | New municipal. 2 miles North of Easton 38° 48' - 76° 04' 30" | 1st Air Force - defense |
| Hyannis, Massachusetts | New. 41° 40' - 70° 17' | 1st Air Force - No use indicated |
| Saginaw (Tri-City), Mich. | New Municipal. 43° 32' - 85° 04' 30" | 3d Air Force - OTU Medium |
| Helena, Montana | Municipal. 46° 36' 111° 59' | 2d Air Force (20 Army and 20 Navy trainees) |
| Miles City, Montana | Municipal. 46° 25' - 105° 52' | 2d Air Force - auxiliary |
| Artesia, New Mexico | New municipal. 32° 50' 104° 29' | WCTC - cross country. |
| Portsmouth, New Hampshire | Municipal. 43° 04' - 70° 49' | 1st Air Force - defense |
| Westchester, New York | 41° 04' 30" - 73° 43' (White Plains Airport) | 1st Air Force - defense |
| Eugene, Oregon | Municipal. 44° 08' 123° 11' | 4th Air Force - dispersal |
| Hillsboro, Oregon | Municipal. 45° 32' 122° 57' | 4th Air Force - dispersal |



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Meetings No. 142-3 August 25,-6, 1942

| SITE | LOCATION | ASSIGNMENT |
|---|---|---|
| Klamath Falls, Oregon | Municipal. 42° 08' - 121° 45' | 4th Air Force - dispersal |
| Newport, Oregon | New. 44° 36' 30" - 124° 03' | 4th Air Force - defense |
| Philadelphia(NE), Pa. | 12 miles NE of city at 40° 05' - 75° 00' | 1st Air Force - defense |
| Pittsburgh #2, Pa. | New Municipal. 40° 29' 80° 14' | 3d Air Force - no present use indicated |
| College Station (Easterwood), Texas | 1.5 miles SW of College Sta. 30° 36' - 96° 21' | 3d Air Force - defense |
| Sweetwater, Texas | Municipal. 32° 28' - 100° 28' | Air Traneport Command |
| Van Horn, Texas | Municipal. 31° 00' - 104° 50' | WCTC - cross country |
| Lucin, Utah (also known as Gartney) | Municipal. Exact location to be furnished IATCB | CAA Intermediate |
| Burlington, Vermont | Municipal. 44° 28' - 73° 09' | 1st Air Force or Troop Carrier |
| Petersburg, Virginia | Municipal. 37 °11' 30" - 77° 30' | Camp Lee and Air Transport Command |
| Roanoke, Virginia | Municipal. 37° 19' 25" - 79° 58' 31" | AAF (disapproved for glider base) |
| West Point, Virginia | Municipal. 37° 31' - 76° 46' | AAF (1st Air Force Defense Command) |
| Williamsburg, Va. | Municipal. Exact location to be furnished IATCB | AAF (1st Air Force Defense Command) |
| Deer Park, Washington | Municipal. 47° 58' - 117° 27' | 2d Air Force - auxiliary |
| Elkins, West Virginia | 3 miles South of Elkins. Existing Airport. Location to be furnished IATCB | AAF |

2. That the following sites in Part #2 "Presently Required - Army Construction" be approved for construction and assignment as indicated:

| SITE | LOCATION | ASSIGNMENT |
|---|---|---|
| Point Sur, California | Exact location to be furnished IATCB | 4th Air Force - patrol |
| Valdosta, Georgia | Municipal. 30° 48' - 83° 17' | Advanced Twin Engine Training School--auxiliary to Moody Field |
| Moody Field(main base) | 30° 55' - 83° 08' | Advanced Twin Eng. Trg.School |
| New River Site | 31° 10' - 83° 20' | Auxiliary to Moody Field |
| Rocky Ford Site | 30° 40' - 83° 29' | Auxiliary to Moody Field |
| Fort Huachuca, Arizona | 18 miles SE of Ft. Huachuca. 31° 25' - 110° 09' | 2d Air Force |
| Sparta, Wisconsin | 43° 55' - 90°40' | Army Air Forces |



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Meetings No. 142-3 August 25,-6, 1942

3. That the following sites in Part #3 "New Locations Required and Not Previously Approved for Construction by the CAA" be approved for construction and assignment as indicated:

| SITE | LOCATION | ASSIGNMENT |
|---|---|---|
| Troy, Alabama | 2 miles NW of Troy | 3d Air Force - defense |
| Nogales, Arizona | Existing. 7 miles NE of Nogales. 31° 26' - 110°57' | WCTC - cross country airport |
| Wilcox, Arizona | 5 miles NW of Wilcox at 32° 18' - 109° 54' | WCTC - Cross country Airport coordination with 2d Air Force required before construction or use. |
| Jonesboro, Arkansas | New. 35° 50' - 90° 37' | SETC - Cross country. Subject to coordination with existing activities and joint traffic control. |
| Inyokern, California | Existing. ½ mile NW of Inyokern at 35° 39' - 117° 50' | 4th Air Force dispersal field and WCTC Glider School |
| Montague, California | New. 2.4 miles NE of Montague. 41° 45' - 122° 30' | 4th Air Force - dispersal |
| Napa, California | Halfway between Napa and Vallejo. Approximately 38° 09' - 122°14'. Exact location to be furnished IATCB | 4th Air Force - Fighter Station. |
| Bartow, Florida | New. 4 miles NE of Bartow at 27° 56' - 81° 47' | 3d Air Force. M/B OTU |
| LaGrange, Georgia | Existing airport. 33° 02' - 85° 44' | AAF Tactical Operations |
| Richmond, Indiana | Intermediate Field. 39° 49' - 84° 57' | AAF |
| Cedar Rapids, Iowa | New. 6 miles South of Cedar Rapids at 41° 50' - 91° 39' | AAF |
| Covington, Kentucky | New. 9 miles WSW of Covington at 39° 03' - 84° 40' | FSCC Training |
| Donaldsonville, La. | Municipal (CAA) 3.5 ENE of Donaldsonville at 30° 07' - 90° 56' | 3d Air Force - defense |
| Lake Charles, La. | 4 miles ESE of Lake Charles 30° 13' 15" - 93° 09' | 3d Air Force- Group Trg. |
| Orange, Massachusetts | 1.5 miles SE of Orange at 42° 34' - 72° 15' | 1st AF - defense |
| Alexandria, Minnesota | Existing. 1.8 SW of Alexandria at 45° 52' - 95° 24' | AAF |
| Natchez, Mississippi | New. 4 miles SW at 31° 31' 91° 26' 30" | 3d Air Force - defense |
| Minden, Nevada | 1.5 miles North of Minden at 38° 59' - 119° 46' | 4th Air Force - dispersal. Coordination with 2d AF before construction and use. |
| Canton, Ohio | New Akron Municipal. 10 miles South of Akron 36° 16' - 98° 27' | FSCC Training. |
| Fairview, Oklahoma | 36° 16' - 98° 27' | 3d Air Force OTU |



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Meetings No. 142-3 August 25,-6, 1942

| SITE | LOCATION | ASSIGNMENT |
|---|---|---|
| Beaver Marsh, Oregon | Vicinity of Chemult. Approximately 43° 13' - 121° 47'. Precise co-ordinates to be furnished IATCB | 4th Air Force - dispersal |
| McMinnville, Oregon | New. 3.5 ESE of McMinnville at 45° 11' 30" - 123° 08' | 4th Air Force - dispersal |
| Brownsville, Texas | Existing. 5 Miles East of Brownsville at 25° 54' - 97° 26' | 3d Air Force - defense |
| Midland #2, Texas | Municipal #2. 2 miles SE of Municipal Airport 31° 58' 30" - 102° 03' | 3d Air Force - defense |
| Uvalde, Texas | 2.5 ESE of Uvalde at 29° 12' - 99° 45' | 3d Air Force - defense |
| Ellensburg, Washington | Municipal (CAA). 2 miles NE of Ellensburg at 47° 03' - 120° 32' | 4th Air Force - patrol Coordination with 2d Air Force |

4. That the following sites in Part #1 "Previously approved for Construction by CAA and Presently Required for Army Use" be approved for construction and placed on IATCB Planning Charts, assignment to be made at a later date.

| SITE | LOCATION | ASSIGNMENT TO BE COORDINATED THROUGH |
|---|---|---|
| Alturas, California | New airport. Location to be furnished IATCB | A West Coast sub-committee. |
| Oakland, California | Same as Alturas | Same as Alturas |
| Oceanside, California | " " " | " " " |
| Puente, California | " " " | " " " |
| Punta Gorda, Florida | Location to be furnished IATCB | IATCB - after receipt of Army-Navy Agreement |
| Stuart, Florida | Same as Punta Gorda | Same as Punta Gorda |
| Tarpon Springs, Florida | " " " " | " " " " |
| Aurora, Illinois | Municipal. 41° 33' - 88° 22' | Chicago Subcommittee |
| Dover-Somersworth, N.H. | Location to be furnished IATCB | New York Subcommittee |
| Princeton, Maine | Municipal. 1½ miles SSW of Princeton. 45° 12' 67° 35' | New York Subcommittee. |
| Islip, New York | 7 miles NE of Islip. 40° 47' - 73° 06' 15" | " " " |
| Shawnee, Oklahoma | 35° 21' - 96° 57' | Fort Worth, Texas sub-committee |
| Okmulgee, Oklahoma | Location to be furnished IATCB | Same as Shawnee |
| Enid, Oklahoma | 36° 23' - 97° 48' | Same as Shawnee |
| Chehalis, Washington | 46° 40' - 122° 59' | Seattle Subcommittee |
| Rutland, Vermont | New. 5.5 miles South of Rutland. 43° 32' - 72° 57' | IATCB |

5. That the following sites in Part #2 "Presently Required - Army Construction" be approved for construction and placed on IATCB Planning Charts, assignment to be made at a later date:



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Meetings No. 142-3 August 25,-6, 1942

| SITE | LOCATION | ASSIGNMENT TO BE COORDINATED THROUGH |
|---|---|---|
| Wickenburg, Arizona | Location to be furnished IATCB | IATCB - After coordination by Base Services of existing activities and use. |
| Colusa, California | Just south of 39°. Precise location to be furnished IATCB | A West Coast subcommittee. |
| Great Salt Plains, Okla. | 36° 45' - 98° 07' | IATCB |
| Cape Charles, Virginia | Location to be furnished IATCB | New York Subcommittee |
| East Hampton, New York | New. Location to be furnished IATCB | New York Subcommittee |

6. That the following sites in Part #3 "New Locations Required and Not Previously Approved for Construction by the CAA" be approved for construction and placed on IATCB Planning Charts, assignment to be made at a later date:

| SITE | LOCATION | ASSIGNMENT TO BE COORDINATED THROUGH |
|---|---|---|
| Jacksonville, Florida | Municipal #1. 7 miles NE of Jacksonville at 30° 26' - 81° 39' | IATCB after receipt of Army-Navy agreement |
| Beverly, Massachusetts | 2 miles NW of Beverly at 42° 35' 10" - 70° 55' | New York subcommittee |
| K.C.-Grandview, Missouri | 14 miles South of Kansas City, Missouri at 38° 52' - 94° 32' | IATCB |
| Fort Sumner, New Mexico | 34° 30' -104° 15' | IATCB |
| Moon Island, Washington | 6 miles West of Aberdeen at 46° 58' 30" - 123° 55' | Seattle Subcommittee |
| Willapa Bay, Washington | South Bend Municipal. 2.5 miles North of South Bend at 46° 42' - 123° 49' | " " |

7. That the runways at HOUMA, LOUISIANA (on list #3 and already approved by the IATCB for Army and Navy use) not be extended to 7000 feet as shown on the list but that the runways at KENNER AIRPORT (not on list #3 but previously approved by the IATCB for Army and Navy use) be extended to 7000 feet. The representative from the office of the Director of Base Services withdrew the request for ALVIN CALLENDER AIRPORT, NEW ORLEANS, LOUISIANA, contained on List #3.

8. That LAKEWOOD, NEW JERSEY, be disapproved as a proposed location reported to be located approximately 2½ miles Southeast of town and that a new site be selected North of town as the proposed site is within an area set aside for Navy lighter-than-air and heavier-than-air flight operations at Meeting No. 134.

9. That operation from the above sites, lying within civil airways, be conducted in accordance with Civil Aeronautics Regulations, Part 60 "Air Traffic Rules."

10. That the above approvals be subject to coordination with CPT and existing activities.

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Meetings No. 142-3 August 25,-6, 1942

2. MEMORANDUM FOR THE RECORD - RADIO ANTENNA TOWER, PHILADELPHIA, PENNSYLVANIA

1. At Meeting No. 127, dated July 31, 1942, the IATCB made the following recommendation:

"That the request for approval of a site to install a 4-element directional array at Latitude 39° 54' 48", Longitude 75° 12' 30", PHILADELPHIA, PENNSYLVANIA, be deferred pending a report from the Navy member as to the acceptability of this construction within less than a 40 to 1 glide angle to Mustin Field."

2. Lt. Commander Voit, Navy member of the IATCB, states that the Navy has no objection to the construction of a Radio Antenna Tower in the vicinity of PHILADELPHIA, PENNSYLVANIA.

3. Mr. Mackenzie has been so informed.

* * * * * * * *

J. B. Hartranft, Jr.
Major, AC
Secretary 9/3/42

E. F. Ward
CAA Representative

J. B. Lober
Colonel, AC
War Department Representative

J. B. Voit
Lt. Commander, USN
Navy Department Representative

Gus Loazar
CAB Representative

9-4-42
The above recommendations are within the policies established by the War Aviation Committee and are approved.

For the WAR AVIATION COMMITTEE:

DONALD H. CONNOLLY
Brigadier General, U. S. Army
Military Director of Civil Aviation



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INTERDEPARTMENTAL
AIR TRAFFIC CONTROL BOARD
Washington, D. C.

August 27, 1942

Meeting No. 14.

Time: 1:00 to 5:00 P.M.

Place: IATCB Room, Army Air Forces Annex #1, Washington, D. C.

Members Present:

Earl F. Ward, CAA, Presiding
J. B. Veit, Lt. Comdr., USN
Gus Leazar, CAB

Alternates Present:

A. B. McMullen, Lt. Colonel, A.C.

Secretary:

R. P. Hollingsworth, Capt., A.C., Acting.

Witnesses Appearing:

E. W. Piltz, CAA
R. H. Drake, CPT-CAA
C. P. Yarrow, CAA

SUBJECTS:

1. ALLOCATION OF AIR SPACE - LAKEHURST, NEW JERSEY.
2. DANGER AREA - TOPEKA, KANSAS (BOMBING RANGE).
3. MILITARY STRUCTURE AND CANTONMENT - HOFFMAN, NORTH CAROLINA.
4. AIRPORTS:
   A. HOFFMAN, NORTH CAROLINA - AIRBORNE COMMAND.
   B. PHOENIX, ARIZONA - A.A.F SUPPLY AND REPAIR DEPOT.
   C. WEST CHICAGO, ILLINOIS - AIR ACTIVITIES AIRPORT.
5. RADIO ANTENNA TOWERS - CHARLOTTE, NORTH CAROLINA.

* * * * * *

1. ALLOCATION OF AIR SPACE - LAKEHURST, NEW JERSEY.

Discussion:

The Secretary of the Board presented a request from the Commanding Officer, Naval Air Station, LAKEHURST, NEW JERSEY, submitted through the Navy member, for approval of a Navy area in the vicinity of LAKEHURST, NEW JERSEY and restriction of the establishment of any activities which will be a hazard to aircraft in flight within this area.

Findings:

1. The proposed area is described as lying within a circle of five miles



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radius having its center at this station's #1 hangar which is located at Latitude 40° 01' 38.6", Longitude 74° 19' 1.55" W and the additional area which is bounded on the North by a line tangent to the North side of said circle and to the northernmost limit of the town of Bay Head, N. J., and on the East by the ATLANTIC OCEAN, on the South by a line tangent to the Southernmost limit of SURF CITY, NEW JERSEY, and to the South side of said circle and on the West by the circumference of said circle.

2. An extract of the letter received from the Commanding Officer, U. S. Naval Air Station, LAKEHURST, NEW JERSEY, reads as follows:

** ** ** ** ** ** ** ** ** ** ** **

"2. The reason for this request is the necessity of eliminating all activities interfering with or hampering airship operations from the vicinity of this station, and from the area used by patrol airships based at this station in going to and returning from their patrols at sea.

"3. An example of the activities which it is sought to eliminate from the area above designated is a firing range now being operated by a private armament firm for the testing of AA, tank and anti-tank guns. This activity interferes with the station's operations and presents a serious hazard to airships flying within the station's operational area. Although the particular land upon which these proving grounds are located is being acquired by the Government, much of the land in the vicinity of this station is suitable for use as proving grounds and the owners are quite willing to rent for such use."

** ** ** ** ** ** ** ** ** ** ** ** **

RECOMMENDATIONS:

1. That the area described below be set aside for Navy use:

That area lying within a circle of five miles radius having its center at this station's #1 hangar which is located at Latitude 40° 01' 38.6", Longitude 74° 19' 1.55" W and the additional area which is bounded on the North by a line tangent to the North side of said circle and to the Northernmost limits of the town of BAY HEAD, N. J., and on the East by the ATLANTIC OCEAN, on the South by a line tangent to the Southernmost limit of SURF CITY, N. J., and to the South side of said circle and on the West by the circumference of said circle.

2. That no other installations be permitted within the above described area which would interfere with safe operations of lighter-than-aircraft.

** ** ** ** ** ** ** ** ** ** ** **

2. DANGER AREA - TOPEKA, KANSAS (BOMBING RANGE).

Discussion:

The Secretary of the Board presented a request from the Director of Base Services for approval of a Bombing Range near TOPEKA, KANSAS for use of the Topeka Army Air Base.

Findings:

1. The proposed area is described as a rectangular area one mile East and West and one and one-half miles North and South of Latitude 38° 37', Longitude 95° 56' 30

2. This site is located approximately 30 miles SW of TOPEKA, KANSAS, and 6 miles West of OSAGE CITY, KANSAS.

RECOMMENDATIONS:

1. That a rectangular area one mile East and West, and one and one-half miles North and South of Latitude 38° 37', Longitude 95° 56' 30" be approved as a Bombing



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Range for use by the Second Air Force.

2. That the above described area be designated a Danger Area, published in "Notice to Airmen" and plotted on Aeronautical Charts.

** ** ** ** ** **

3. MILITARY STRUCTURE AND CANTONMENT - HOFFMAN, NORTH CAROLINA.

Discussion:

The Secretary of the Board presented a request from the Corps of Engineers, submitted through the Army member, for approval of a cantonment area for an Airborne Command Station near HOFFMAN, NORTH CAROLINA.

Findings:

1. The proposed area is described as follows:

> Beginning at the town of ELLERBE; thence Northeasterly along the high tension line to LUMBER RIVER; thence Southeasterly along the meanders of LUMBER RIVER to the LAURINBURG-RAEFORD Road; thence along said road to the town of McGRAM; thence West-Southwesterly in a straight line to the town of OLD HUNDRED; thence Northwesterly along U. S. Highway 74, to the town of HAMLET; thence Northeasterly along the highway to the town of HOFFMAN to its intersection with the fork in U. S. Highway #1; thence Northwesterly in a straight line to the town of ELLERBE and the point of origin.

2. 37mm firing and small arms firing will be conducted within this area.

3. All heavy artillery firing training for troops in this cantonment will be conducted at FORT BRAGG, NORTH CAROLINA to the Northeast.

4. At Meeting No. 111, the following described area was approved for transport glider operations from LAURENBURG, NORTH CAROLINA:

> Bounded on the North by parallel 35° 15'; on the East by the Western edge of Amber Airway #7; on the South by parallel 34° 30'; on the West by Longitude 80° 45'.

RECOMMENDATIONS:

1. That the following described area be approved for use as an Airborne Command Station:

> Beginning at the town of ELLERBE; thence Northeasterly along the high tension line to LUMBER RIVER; thence Southeasterly along the meanders of LUMBER RIVER to the LAURINBURG-RAEFORD Road; thence along said road to the town of McGRAM; thence West-Southwesterly in a straight line to the town of OLD HUNDRED; thence Northwesterly along U. S. Highway 74 to the town of HAMLET; thence Northeasterly along the highway to the town of HOFFMAN to its intersection with the fork in U. S. Highway #1; thence Northwesterly in a straight line to the town of ELLERBE and the point of origin.

2. That operations from the above described area be coordinated with glider activities out of LAURENBURG, NORTH CAROLINA, approved at Meeting No. 111 of the AAFTOB.

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4. AIRPORTS:

A. HOFFMAN, NORTH CAROLINA - AIRBORNE COMMAND.

Discussion:

The Secretary of the Board presented a request from the Director of Base Services, submitted through the Army member, for approval of a site near HOFFMAN, NORTH CAROLINA, for use as a Class 4 Airfield for the Airborne Command.

Findings:

1. The proposed site is located at Latitude 35° 02', Longitude 79° 32', 1.5 miles East of HOFFMAN, NORTH CAROLINA and 74 miles East-Southeast of CHARLOTTE, NORTH CAROLINA.

2. This airport is to be used in conjunction with the cantonment area approved in Subject 3, above.

RECOMMENDATIONS:

1. That a site located at Latitude 35° 02', Longitude 79° 32', 1.5 miles East of HOFFMAN, NORTH CAROLINA, be approved for use by the Airborne Command provided operations are coordinated with existing or previously approved activities.

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B. PHOENIX, ARIZONA - AAF SUPPLY AND REPAIR DEPOT.

Discussion:

The Secretary of the Board presented a request from the Director of Base Services, submitted through the Army member, for approval of a site in the vicinity of PHOENIX, ARIZONA, for use as an Air Force Supply and Repair Depot with airplane landing facilities.

Findings:

1. The proposed site is located 14 miles Southeast of PHOENIX, ARIZONA, at Latitude 33° 17', Longitude 111° 58'.

2. This site is located within Green Airway No. 5.

RECOMMENDATIONS:

1. That a site located 14 miles Southeast of PHOENIX, ARIZONA, at Latitude 33° 17', Longitude 111° 55' be approved for use as an Air Force Supply and Repair Depot with airplane landing facilities provided no part of the landing area is within 3 miles of the center of the oncourse signal of the South leg of the PHOENIX, ARIZONA Radio Range.

2. That operations from this field be conducted in accordance with Civil Air Regulations, Part 60 (Air Traffic Rules).

** ** ** ** ** **

5. RADIO ANTENNA TOWERS: CHARLOTTE, NORTH CAROLINA.

Discussion:

Mr. Mackenzie, CAA, presented a request from the Columbia Broadcasting Company for approval of a site for the proposed construction of three element directional antenna array to serve Radio Station WBT, CHARLOTTE, NORTH CAROLINA.



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Findings:

1. The present transmitter station of WBT consists of 1 vertical radiator 435 feet in overall height above the ground which is located approximately 8 miles South of SOLID, NORTH CAROLINA, and seven miles South of the Charlotte Airport and is painted and lighted in accordance with CAA Specification "B".

2. The new transmitter station proposed will consist of a 3 element directional antenna array, overall height of each tower above the ground will be 435 feet and the overall height of each tower above mean sea level will be 1075 feet. Towers will be spaced 354 feet apart on a line bearing 295° true.

3. The proposed site is located 2 1/4 miles Northeast of STANLEY, NORTH CAROLINA, at Latitude 35° 21' 25", Longitude 81° 03' 20", approximately thirteen miles North of the Charlotte Airport.

4. The CAA has previously disapproved the location of the proposed transmitter based on objections received from the Commanding Officer, Charlotte Army Air Base. The Commanding Officer has now withdrawn his previous objection and the 2nd CAA Region has no further objection to the location proposed.

RECOMMENDATIONS:

1. That the proposed site at Latitude 35° 21' 25", Longitude 81° 03' 20" be approved for the construction of a 3-element directional antenna array to serve Radio Station WBT, CHARLOTTE, NORTH CAROLINA, provided the present radio towers of Radio Station WBT are removed.

2. That the new towers be painted and lighted in accordance with Civil Aeronautics Administration Specifications.

** ** ** ** ** **

J. B. HARTRANFT, JR.,
Major, A.C. 8/29/42

EARL F. WARD,
CAA Representative.

GUS LEAZAR,
CAB Representative.

J. B. VOIT,
Lt. Comdr., USN.,
Navy Representative.

C. B. LOBER,
Colonel, A.C.,
War Department Representative.

The above recommendations are within the policies established by the War Aviation Committee and are approved.

DONALD H. CONNOLLY,
Brig. General, U. S. Army,
Military Director of Civil Aviation.
8/31/42



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INTERDEPARTMENTAL
AIR TRAFFIC CONTROL BOARD
Washington, D. C.

Meeting No. 145 August 28, 1942

Place: IATCB Room, Army Air Forces Annex No. 1, WASHINGTON, D. C.

Time: 1:00 p.m. to 5:00 p.m.

Members Present:

Earl F. Ward, CAA, Presiding
J. B. Voit, Lt. Comdr., U.S.N.
Gus Leazar, CAB

Alternates Present:

A. B. McMullen, Lt. Col., A.C.

Secretary: J. B. Hartranft, Jr., Major, A.C.

Witnesses Appearing:

J. R. Nash, Capt., A.C., Buildings & Grounds Division
J. R. Yarrow, CAA-Airport Division
R. H. Drake, CPT-CAA
E. W. Piltz, CAA

SUBJECTS: Page No.

1. AIRPORTS:

A. GREAT SALT PLAINS, OKLAHOMA - WILL ROGERS AIR BASE..... 1
B. FORT WORTH, TEXAS - TARRANT FIELD..... 2

2. DANGER AREAS:

A. CAMP EDWARDS, MASSACHUSETTS - ANTIAIRCRAFT FIRING RANGE AND SEARCHLIGHT TRACKING AREA..... 2
B. WASHINGTON AND DUNGENESS, WASHINGTON..... 3

3. MEMORANDA FOR THE RECORD:

A. FEDERAL AIRWAYS - NORFOLK, VIRGINIA TO MITCHEL FIELD, NEW YORK AND WASHINGTON, D. C. TO REHOBOTH BEACH, DELAWARE..... 4
B. GREAT FALLS, MONTANA..... 5

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1. AIRPORTS:

A. GREAT SALT PLAINS, OKLAHOMA - WILL ROGERS AIR BASE.....

Discussion:

The Secretary of the Board presented a request from the Director of Base Services, submitted through the War Department member, for approval of the Great Salt Plains Air Base for use by the Third Air Force as an OTU auxiliary airport for Will Rogers Air Base.



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Meeting No. 145 August 28, 1942

Findings:

1. The proposed site is located ½ mile East of Great Salt Plains Dam, 4½ miles Northeast of JET, at Latitude 36° 44', Longitude 98° 07'.

2. This site is adjacent to the Great Salt Plains Bombing Range and Danger Area approved at Meeting No. 95. It is not within the confines of any existing civil airway.

RECOMMENDATIONS:

That the Great Salt Plains Air Base, GREAT SALT PLAINS, OKLAHOMA, located at Latitude 36° 44', Longitude 98° 07' be approved for use by the Third Air Force as an OTU auxiliary airport for Will Rogers Air Base.

* * * *

B. FORT WORTH, TEXAS - TARRANT FIELD

Discussion:

The Secretary of the Board presented a request from the Director of Base Services, submitted through the War Department member, for approval of the existing Tarrant Air Field, FORT WORTH, TEXAS, for use by the Flying Training Command.

Findings:

1. The proposed site is located 5 miles West of FORT WORTH, TEXAS at Latitude 32° 47', Longitude 97° 26'.

2. Major Sisco, A-3 advises that assignment of this field is for use by the Foreign Service Concentration Command and not the Flying Training Command. He authorized change of request.

3. Major Brown of the Materiel Command states that:

"Temporary use would be agreeable but permanent occupancy would not. This airport is used for B-24 factory and operations should be heavy in the near future."

RECOMMENDATIONS:

1. That the existing Tarrant Air Field, FORT WORTH, TEXAS, located at Latitude 32° 47', Longitude 97° 26' be approved for use by Foreign Service Concentration Command provided such operations are conducted outside the areas set aside for Naval Training out of HENSLEY FIELD and Marine Glider Operations out of EAGLE MOUNTAIN LAKE.

2. That the War Department member arrange coordination with the Assistant Chief of Air Staff as to the length of use of Tarrant Field, FORT WORTH, TEXAS by the Foreign Service Concentration Command.

* * * *

2. DANGER AREAS:

A. CAMP EDWARDS, MASSACHUSETTS - ANTIAIRCRAFT FIRING RANGE AND SEARCHLIGHT TRACKING AREA



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Meeting No. 145 August 28, 1942

Discussion:

The Secretary of the Board presented a request from the Commanding General, Headquarters, Antiaircraft Command, RICHMOND, VIRGINIA, submitted through the War Department member, for approval of an Antiaircraft Firing Range and Searchlight Tracking area at CAMP EDWARDS, MASSACHUSETTS.

Findings:

1. A Danger Area, described below, covering this firing range has been carried on Aeronautical Charts but has not been formally approved by the IATCB:

Beginning at Latitude 70° 25' 30" West, Longitude 41° 44' 20" North, the area included between T334° and T78° 30' and the subtended arc of a circle of 10 mile radius which center is at Latitude 41° 43' North, Longitude 70° 25' West.

2. The Area to be used for Searchlight Tracking missions is described as follows:

A circle of 4 mile radius described about a center at Latitude 31° 49' 40" North, Longitude 70° 32' West.

3. The Antiaircraft Firing Range is described below:

An area of approximately 30 square miles of irregular shape located to the South of SANDWICH, MASSACHUSETTS at Latitude 41° 45' 40", Longitude 70° 30'.

NOTE: (This area has been carried as a Danger Area on the Boston Aeronautical chart but has never been formally approved by the IATCB).

RECOMMENDATIONS:

1. That the Aerial Gunnery Range, described below, be approved and continued to be shown on Aeronautical Charts.

Beginning at Latitude 70° 25' 30" West, Longitude 41° 44' 20" North, the area included between T334° and T78° 30' and the subtended arc of a circle of 10 mile radius which center is at Latitude 41° 43' North, Longitude 70° 25' West.

2. That the establishment of a Danger Area to be used for Searchlight Tracking missions, described below, be disapproved.

A circle of 4 mile radius described about a center at Latitude 31° 49' 40" North, Longitude 70° 32' West.

3. That the following described Danger Area be referred to the War Department member to investigate and determine if this area is being used at present or proposed to be used by an activity requiring the continuance of a Danger Area.

An area of approximately 30 square miles of irregular shape located to the South of SANDWICH, MASSACHUSETTS at Latitude 41° 45' 40", Longitude 70° 30'.

* * * *

B. WASHINGTON AND DUNGENESS.

Discussion:

The Secretary of the Board presented a request from the Commanding General, Headquarters Fourth Air Force, SAN FRANCISCO, CALIFORNIA, for the approval of



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Meeting No. 145 August 28, 1942

2 areas for the purpose of conducting aerial gunnery in the vicinity of WASHINGTON and DUNGENESS, WASHINGTON.

Findings:

1. The proposed areas are described as follows:

(a) Over water area in the Straits of Juan de Fuca between SLIP POINT, WASHINGTON and DUNGENESS, WASHINGTON.

(b) Over water area along the Coast of OREGON and WASHINGTON between Latitude 45 degrees and 47 degrees.

2. The range in 1 (a) will be used jointly by units of the 13th Naval District, IV Bomber Command and IV Interceptor Command. The range in 1 (b) will be used jointly by units of the 13th Naval District and IV Bomber Command.

RECOMMENDATIONS:

1. That the following described areas be approved for the purpose of conducting aerial gunnery in the vicinity of WASHINGTON and DUNGENESS, WASHINGTON subject to coordination with the Commanding General, Northwest Sea Frontier:

(a) That area bounded on the North by the International Boundary line of the United States-Canadian Border, on the East by Longitude 123° 07', on the West by Longitude 124° 15', and on the South by the shore line extending from SLIP POINT to DUNGENESS, WASHINGTON.

(b) That area bounded on the North by Latitude 46° 50' North, on the South by Latitude 45° North, on the East by the shore line, and on the West by the limits of the SEATTLE and PORTLAND Aeronautical Charts.

2. That the above areas be designated Danger Areas, published in "Notices to Airmen" and plotted on Aeronautical Charts.

* * * *

3. MEMORANDUM FOR THE RECORD:

A. FEDERAL AIRWAYS - NORFOLK, VIRGINIA TO MITCHEL FIELD, NEW YORK AND WASHINGTON, D. C. TO REHOBOTH BEACH, DELAWARE.

Discussion:

The Secretary of the Board presented the following memorandum, dated August 12, 1942, from Mr. C. M. Lample, Chief Airways Engineering Division to the Regional Manager, 1st Region, CAA:

"In the Interdepartmental Air Traffic Control Board Meeting No. 118-B, recommendations were made to the effect that a survey be made for the establishment of new airways between NORFOLK, VIRGINIA and MITCHEL FIELD, NEW YORK and between WASHINGTON, D. C. and REHOBOTH BEACH, DELAWARE. The Board's recommendations are as follows:

a. The orientation of one leg of the Langley Radio Range Station to lie on WEIRWOOD, VIRGINIA; the Northwest leg of the same range to be aligned on RICHMOND, VIRGINIA.



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b. The establishment of a radio range station in the vicinity of REHOBOTH BEACH, DELAWARE with the South leg aligned on WEIRWOOD, VIRGINIA, the West leg on WASHINGTON, and the Northwest leg on TOMS RIVER. (Northwest leg is in error and should be Northeast).

c. The alignment of the Southwest leg of the MITCHEL Radio Range on TOMS RIVER.

d. The improvement of several existing airports along the proposed route.

"The Civil Aeronautics Administration is charged with the survey for determining the facilities to be installed in accordance with the recommendations made above. After survey is completed, report is to be made to the Navy (War) Department.

"This matter has been studied by the Airways Engineering Division, and it appears that the installation of an SRA Station Northeast of the existing REHOBOTH BEACH Airport will be all the radio facilities required on this airway.

"Likewise, it is believed that only the REHOBOTH BEACH Airport need be given consideration for improvements. It is therefore, requested that you detail an engineer to go over this line, particularly with regard to investigating the establishment of an SRA Northeast of the REHOBOTH BEACH Airport. The alignment of the courses for the proposed range station should be as follows: the Northeast course should be aligned on TOMS RIVER, NEW JERSEY, the West course on the National Airport, WASHINGTON, D. C., the East course the reciprocal, and the Southwest course on WEIRWOOD, VIRGINIA Airport. In addition to surveying the proposed range site, your engineer should also make a preliminary investigation of the condition of the airport at REHOBOTH BEACH and submit a tentative estimate and drawings for improvements required to make this airport a Class 3 project.

"It is not believed that any facilities will need to be installed on the proposed airway from WASHINGTON, D. C. to REHOBOTH BEACH. The airport at EASTON, MARYLAND, no doubt, will be adequate for the services required; however, it is desired that a tentative report be made on this airport as well as any other airports between REHOBOTH BEACH, MITCHEL FIELD, and NORFOLK. Please advise this office when you detail an engineer to this airway in order that the Board may be kept advised of the status of the project."

* * * *

B. GREAT FALLS, MONTANA.

Discussion:

The Secretary of the Board presented the following Memorandum, dated August 28, 1942, from Major Sisco, Base Services:

"SUBJECT: Clearance of Great Falls Airport, MONTANA.

"1. In checking over our records we find that the clearance granted at Meeting No. 64 for GREAT FALLS, MONTANA, was the site East of town being developed as the Army Air Base. The location on which clearance was desired for the Air Transport Command ferrying activities is the Great Falls Municipal Airport West of town.

"2. It is believed we passed over this location in view of the indication on the list that it had been previously cleared. In the circumstances, it will be appreciated if you will take the necessary action to clear the board records to indicate that both airports had been formally set up for the Army Air Forces."



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Meeting No. 145 August 28, 1942

RECOMMENDATIONS:

1. That the request for the use of the Municipal Airport, GREAT FALLS, MONTANA, by the Air Transport Command, be approved.

J. B. Hartranft, Jr.
J. B. HARTRANFT, JR.
Major, Air Corps
Secretary, IATCB
9/1/42

EARL F. WARD
CAA Representative

C. R. McMullen
C. R. LOPER,
Colonel, A.C.
War Department Representative

J. B. VOIT
Lt. Comdr.,
Navy Representative

GUS TEMZAR
C.A.B. Representative

The above recommendations are within the policies established by the WAR AVIATION COMMITTEE and are approved.

DONALD H. CONNOLLY
Brig. General, U. S. Army
Military Director Civil Aviation
9/7/42



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Sept. 1942

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INTERDEPARTMENTAL AIR
TRAFFIC CONTROL BOARD
WASHINGTON, D. C.

RESTRICTED

Meeting No. 146 — September 1, 1942

Place: LATCB Room, Army Air Forces Annex No. 1, WASHINGTON, D. C.

Time: 1:00 p.m. to 5:00 p.m.

Members Present:

Earl F. Ward, CAA, Presiding
J. B. Voit, Lt. Condr., USN
Gus Leazar, CAB

Alternates Present:

A. B. McMullen, Lt. Col., AC
P. D. Buie, Lt., USN

Secretary: J. B. Hartranft, Jr., Maj., AC

Witnesses Appearing:

J. R. Nash, Capt., AC, Buildings and Grounds Division
G. M. Buckles, Capt., AC, Buildings and Grounds Division
J. R. Yarrow, CAA - Airport Division
R. H. Drake, CAA-CPT
E. W. Piltz, CAA

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(4) ARLINGTON, TEXAS - NEW CAA SITE - TACTICAL TRAINING COMMAND..... 2
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Meeting No. 146 September 1, 1942

1. AIRPORTS:

A. ARMY:

(1) ST. MARY'S, MISSOURI - CIVIL CONTRACT ELEMENTARY SCHOOL

Discussion:

The Secretary of the Board presented a request for approval of a new site known as the Chester Site near ST. MARY'S, MISSOURI for a Civil Elementary Contract School.

Findings:

1. The Chester Site is located at Latitude 37° 52', Longitude 89° 52'; 3 miles East Southeast of ST. MARY'S, MISSOURI; 3½ miles Southwest of CHESTER, ILLINOIS, and not within the confines of any civil airway.

2. The Chester Site has been approved by the Assistant Chief of Air Staff, A-3 (AAF--operations).

RECOMMENDATIONS:

That the Chester Site located at Latitude 37° 52', Longitude 89° 52' near ST. MARY'S, MISSOURI, be approved for a Civil Elementary Contract School.

* * * *

(2) WILMINGTON, DELAWARE - DUPONT AIRPORT - AUXILLARY FOR NEW CASTLE ARMY AIR BASE

Discussion:

The Secretary of the Board presented a request from the Director of Base Services for approval of the use of the Dupont Airport, WILMINGTON, DELAWARE, as an Auxiliary Field for the New Castle Army Air Base.

Findings:

1. The Dupont Airport is located at Latitude 39° 45' 30", Longitude 75° 36' 30" and is 6 miles North of the New Castle Army Air Base.

2. The New Castle Army Air Base was approved by the IATCB at Meeting No. 82.

3. Dupont Airport is within the confines of Amber Airway No. 7.

RECOMMENDATIONS:

1. That the Dupont Airport, WILMINGTON, DELAWARE, located at Latitude 39° 45' 30", Longitude 75° 36' 30", be approved as an Auxiliary Field for the New Castle Army Air Base, subject to coordination with existing activities.

2. That operations from this Airport be conducted in accordance with Civil Air Regulations, Part 60 "Air Traffic Rules."

* * * *

(3) DALLAS, TEXAS - HENSLEY FIELD - TACTICAL TRAINING COMMAND
(4) ARLINGTON, TEXAS - NEW CAA SITE - TACTICAL TRAINING COMMAND

Discussion:

The Secretary of the Board presented a request from the Director of Base Services for approval of the use of Hensley Field, DALLAS, TEXAS, by the Army Air Forces Tactical Training Command, and a request that the New CAA Site at ARLINGTON, TEXAS be recorded as under investigation by the Army.



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Meeting No. 146 September 1, 1942

Advanced Flying School and a request from the Commanding Officer of the School for approval of the restriction of air traffic on Amber Airway No. 5 within the local training area of the School.

Findings:

1. The BLYTHEVILLE, ARKANSAS Advanced Twin Engine School was approved by the LATCB at Meeting No. 46 provided that the provisions of Chapter 60 "Air Traffic Rules" are observed and that any bombing be conducted off the airway.

2. The four Auxiliary Fields for the Blytheville Advanced School are located as follows:

a. STEELE, MISSOURI Auxiliary Field is located at Latitude 36° 05', Longitude 89° 51' and is within Amber Airway No. 5.

b. MANILA, ARKANSAS Auxiliary Field is located at Latitude 35° 54' 30", Longitude 90° 5' and is just outside Amber Airway No. 5.

c. HORNERSVILLE, MISSOURI Auxiliary Field is located at Latitude 36° 02' 30", Longitude 90° 08' 30" and is within Amber Airway No. 5.

d. LUXORA, ARKANSAS Auxiliary Field is located at Latitude 36° 02', Longitude 89° 47' and is within Amber Airway No. 5.

3. Letter of August 14, 1942, from the Commanding Officer, Blytheville Advanced Flying School, subject "Air Traffic in Vicinity of BLYTHEVILLE, ARKANSAS," reads as follows:

"1. Transmitted herewith is a diagram of the local training area of the AAFAFS (TE), BLYTHEVILLE, ARKANSAS.

"2. Your attention is invited to the fact that this station is located approximately 60 miles north of MEMPHIS, TENNESSEE, on Federal (Amber) Airway No. 5.

"3. Due to the volume of air traffic passing over this station and due to the fact that there will be intensive instrument training at all levels up to 5000 feet on a radio range which has been approved for installation approximately five miles due south of the base site, it is requested that a portion of the Federal Airways inclosed within the limit of the local student training area up to an altitude of 5000 feet M.S.L. be reserved for training operations at this station and that the C.A.A. be advised so that air carriers and other traffic avoid this reserved area.

"4. Full time talking circuit has been approved for installation connecting this station with the air traffic control center at MEMPHIS, TENNESSEE. In cases of emergency and when weather conditions prohibit air carriers or other transients from clearing above 5000, it would be a simple matter to coordinate any traffic through this restricted zone below 5000 feet with our local training traffic by use of this interphone."

4. The range station for the Flying School as presently proposed will be located on the on-course signal of the Blytheville Radio Range.

RECOMMENDATIONS:

1. That the four sites located as follows be approved as Auxiliary Fields for the BLYTHEVILLE, ARKANSAS Advanced Flying School:

| | Latitude | Longitude |
|---|---|---|
| STEELE, MISSOURI Auxiliary Field | 36° 05' | 89° 51' |



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Meeting No. 146 September 1, 1942

Findings:

1. Hensley Field is located at Latitude 32° 44', Longitude 98° 58' and is 9 miles Southwest of Dallas, Texas.

2. Hensley Field is within area set aside for Navy use at Meeting No. 89 and is the Naval Reserve Aviation Base for the Dallas-Fort Worth Area.

3. The New CAA Site at ARLINGTON, TEXAS is located at Latitude 32° 49' 32", Longitude 97° 8' 45".

RECOMMENDATIONS:

1. That the request for approval of the use of Hensley Field, DALLAS, TEXAS, by the Army Air Forces Tactical Training Command be referred to the Assistant Chief of Air Staff, A-3, per telephone conversation between Colonel McMullen and Colonel Picher, this date.

2. That the New CAA Site at ARLINGTON, TEXAS at Latitude 32° 49' 32", Longitude 97° 8' 45", be shown on the planning chart of the LATCB as being under consideration by the Army Air Forces and the Navy Department.

* * * *

(5) TULSA, OKLAHOMA - MUNICIPAL NO. 1 AND TULSA AIRCRAFT ASSEMBLY PLANT AIRFIELD - THIRD AIR FORCE MEDIUM BOMBARDMENT OTU

Discussion:

The Secretary of the Board presented a request from the Director of Base Services for approval of the temporary use of the Tulsa Municipal Airport No. 1 and the Tulsa Aircraft Assembly Plant Airfield, TULSA, OKLAHOMA, by Medium Bombardment Operational Training Units of the Third Air Force.

Findings:

1. Tulsa Municipal Airport No. 1 and the Tulsa Aircraft Assembly Plant Airfield are located at Latitude 36° 11' 30", Longitude 95° 53' 00" and are approximately 5 miles Northeast of TULSA, OKLAHOMA.

2. There is a large CPT program at TULSA, OKLAHOMA.

3. These two airports will be occupied by the Third Air Force Medium Bombardment Units only until such time as a new airport can be selected and completed.

RECOMMENDATIONS:

1. That Municipal Airport No. 1 and the Tulsa Aircraft Assembly Plant Airfield, TULSA, OKLAHOMA, be approved for temporary use by Medium Bombardment Operational Training Units of the Third Air Force, subject to coordination with existing activities.

2. That operations from this airport be conducted in accordance with Civil Air Regulations, Part 60 "Air Traffic Rules."

(6) BLYTHEVILLE, ARKANSAS - 4 AUXILLARY FIELDS FOR BLYTHEVILLE ADVANCED FLYING SCHOOL - RESTRICTION OF AIR TRAFFIC ON AMBER AIRWAY NO. 5

Discussion:

The Secretary of the Board presented a request from the Military Air Traffic Control Division for approval of 4 Auxiliary Fields for the BLYTHEVILLE, ARKANSAS



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Meeting No. 146 September 1, 1942

Advanced Flying School and a request from the Commanding Officer of the School for approval of the restriction of air traffic on Amber Airway No. 5 within the local training area of the School.

Findings:

1. The BLYTHEVILLE, ARKANSAS Advanced Twin Engine School was approved by the LATCB at Meeting No. 46 provided that the provisions of Chapter 60 "Air Traffic Rules" are observed and that any bombing be conducted off the airway.

2. The four Auxiliary Fields for the Blytheville Advanced School are located as follows:

a. STEELE, MISSOURI Auxiliary Field is located at Latitude 36° 05', Longitude 89° 51' and is within Amber Airway No. 5.

b. MANILA, ARKANSAS Auxiliary Field is located at Latitude 35° 54' 30", Longitude 90° 5' and is just outside Amber Airway No. 5.

c. HORNERSVILLE, MISSOURI Auxiliary Field is located at Latitude 36° 02' 30", Longitude 90° 08' 30" and is within Amber Airway No. 5.

d. LUXORA, ARKANSAS Auxiliary Field is located at Latitude 36° 02', Longitude 89° 47' and is within Amber Airway No. 5.

3. Letter of August 14, 1942, from the Commanding Officer, Blytheville Advanced Flying School, subject "Air Traffic in Vicinity of BLYTHEVILLE, ARKANSAS," reads as follows:

"1. Transmitted herewith is a diagram of the local training area of the AAFAFS (TE), BLYTHEVILLE, ARKANSAS.

"2. Your attention is invited to the fact that this station is located approximately 60 miles north of MEMPHIS, TENNESSEE, on Federal (Amber) Airway No. 5.

"3. Due to the volume of air traffic passing over this station and due to the fact that there will be intensive instrument training at all levels up to 5000 feet on a radio range which has been approved for installation approximately five miles due south of the base site, it is requested that a portion of the Federal Airways inclosed within the limit of the local student training area up to an altitude of 5000 feet M.S.L. be reserved for training operations at this station and that the C.A.A. be advised so that air carriers and other traffic avoid this reserved area.

"4. Full time talking circuit has been approved for installation connecting this station with the air traffic control center at MEMPHIS, TENNESSEE. In cases of emergency and when weather conditions prohibit air carriers or other transients from clearing above 5000, it would be a simple matter to coordinate any traffic through this restricted zone below 5000 feet with our local training traffic by use of this interphone."

4. The range station for the Flying School as presently proposed will be located on the on-course signal of the Blytheville Radio Range.

RECOMMENDATIONS:

1. That the four sites located as follows be approved as Auxiliary Fields for the BLYTHEVILLE, ARKANSAS Advanced Flying School:

| | Latitude | Longitude |
|---|---|---|
| STEELE, MISSOURI Auxiliary Field | 36° 05' | 89° 51' |



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Meeting No. 146 September 1, 1942

| | Latitude | Longitude |
|---|---|---|
| MANILA, ARKANSAS | 35° 54' 30" | 90° 5' |
| HORNERSVILLE, MISSOURI | 36° 02' 30" | 90° 08' 30" |
| LUXORA, ARKANSAS | 36° 02' | 89° 47' |

2. That operations from the Auxiliary Fields at STEELE, HORNERSVILLE, and LUXORA, be conducted in accordance with Civil Air Regulations, Part 60 "Air Traffic Rules."

3. That the radio range proposed to be located 5 miles due south of the main base be disapproved at the proposed location and be located outside the confines of Amber Airway No. 5.

4. That the provisions of the recommendations of Minutes of Meeting No. 46, Subject 1-c be observed for all operations from the Base Airdrome and anywhere within the Civil Airway.

5. That the proposed traffic pattern requiring through traffic within Amber Airway No. 5 to fly above 5000 feet or below 500 feet be disapproved.

* * * *

(7) COVINGTON, TENNESSEE - AUXILIARY FIELD NO. 5 FOR DYERSBURG

Discussion:

The Secretary of the Board resubmitted a request from the Director of Base Services for approval of a site near COVINGTON, TENNESSEE to serve as Auxiliary Field No. 5 for the Foreign Service Concentration Command base at DYERSBURG, TENNESSEE.

Findings:

1. Action on this request was deferred at Meeting No. 132 and the case referred to the War Department member as the proposed site is in close proximity to an area previously reserved for Navy Primary Training out of the MEMPHIS, TENNESSEE Naval Reserve Aviation Base.

2. After further investigation, the War Department Alternate Member forwarded the following memorandum to the Secretary of the IATCB:

""1. The Army Air Forces wish to re-open the application for approval by the Interdepartmental Air Traffic Control Board for the use of a new airport approximately three miles northeast of COVINGTON, TENNESSEE by the Foreign Service Concentration Command. The use of this field by the Foreign Service Concentration Command was deferred at Meeting No. 132.

"2. The Corps of Engineers negotiated for the purchase of the necessary land and contracted for construction of this field before the Navy Flying Area east of MEMPHIS was established, or at least prior to the dissemination of information concerning the Navy Flying Area.

"3. The airport has now been completed by the Corps of Engineers, but the local people cannot be paid for the land until the Interdepartmental Air Traffic Control Board approves the site.....

"4. It is recommended that the site be approved for use as an auxiliary field for the Foreign Service Concentration Command at DYERSBURG, TENNESSEE."

3. Auxiliary Field No. 5 is located 3 miles Northeast of COVINGTON, TENNESSEE; 12 miles East of BROWNSVILLE; and approximately 35 miles Southeast of the Dyersburg Airport.



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4. The Navy Department Alternate Member stated that he would approve the site near COVINGTON, TENNESSEE, provided operations therefrom are conducted to the North of the Naval Primary Training Area.

RECOMMENDATIONS:

That the proposed Field No. 5 located 3 miles Northeast of COVINGTON, TENNESSEE at Latitude 35° 30', be approved as an Auxiliary Field for the Foreign Service Concentration Command Base at DYERSBURG, TENNESSEE, provided operations therefrom are conducted to the North of the MEMPHIS Naval Primary Training Area.

* * * *

(8) ASHVILLE, OHIO - AUXILIARY FIELD FOR LOCKBOURNE AIR BASE

Discussion:

The Secretary of the Board presented a request from the Director of Base Services for approval of a site near ASHVILLE, OHIO as an Auxiliary Field for the LOCKBOURNE Army Air Base, COLUMBUS, OHIO.

Findings:

1. The LOCKBOURNE Army Air Base was approved by the I.A.T.C.B. at Meeting No. 120 and the coordinates given at the meeting were Latitude 39° 45', Longitude 82° 57'. The Military Air Traffic Control Division has notified the Board that the coordinates given for the LOCKBOURNE Air Base in Meeting No. 120 were incorrect and should be corrected as follows: Latitude 39° 49', Longitude 82° 57'.

2. The proposed ASHVILLE Auxiliary Field is located at Latitude 39° 44', Longitude 82° 56'.

RECOMMENDATIONS:

1. That the proposed site near ASHVILLE, OHIO, located at Latitude 39° 44', Longitude 82° 56', be approved as an Auxiliary Field for the LOCKBOURNE Army Air Base, COLUMBUS, OHIO

2. That minutes of I.A.T.C.B. Meeting No. 120 be corrected to show the coordinates of the Lockbourne Army Air Base as being Latitude 39° 49', Longitude 82° 57'.

* * * *

(9) PHILADELPHIA, PENNSYLVANIA - MUNICIPAL AIRPORT - FIRST AIR FORCE PURSUIT OTU

(10) NORFOLK, VIRGINIA - MUNICIPAL AIRPORT - FIRST AIR FORCE PURSUIT OTU

Discussion:

The Secretary of the Board resubmitted a request from the Director of Base Services for approval of the use of the Municipal Airports at PHILADELPHIA, PENNSYLVANIA and NORFOLK, VIRGINIA as Pursuit OTU Stations of the First Air Force.

Findings:

1. Action on this request was deferred at Meeting No. 131 and the case referred to the War Department member for investigation as to whether or not the proposed OTU use would include transitional training. The War Department Alternate Member now advises that the 1st Air Force does not contemplate using the two airports for transitional training.

2. The Navy Department Alternate member stated that he would approve the use of the Municipal Airports at PHILADELPHIA, PENNSYLVANIA and NORFOLK, VIRGINIA by the 1st Air Force Pursuit OTU, provided operations therefrom are coordinated with existing Naval activities and provided no transitional training would be conducted from the airports.



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Meeting No. 146 September 1, 1942

RECOMMENDATIONS:

1. That the use of the Municipal Airport, PHILADELPHIA, PENNSYLVANIA by First Air Force Pursuit OTU be approved, provided operations are coordinated with Navy and other activities and provided no transitional training is conducted therefrom.

2. That the use of the Municipal Airport, NORFOLK, VIRGINIA, by First Air Force Pursuit OTU, be approved, provided operations are coordinated with Navy and other activities and provided no transitional training is conducted therefrom.

* * * *

(11) MONROE, LOUISIANA - SELMAN FIELD - NAVIGATOR'S SCHOOL

Discussion:

The Secretary of the Board presented a request from the Director of Base Services for approval of Selman Field, MONROE, LOUISIANA, for use as a Navigator's School.

Findings:

1. Selman Field is located approximately 3 miles East of MONROE, LOUISIANA, at Latitude 32° 30', Longitude 92° 05'.

2. This field is operating as a Navigation and Pre-flight School, assigned to the Southeast Air Forces Training Center.

3. Colonel Andrews, Flying Training Command, states that approximately 1800 students (navigator) and 200 airplanes will use this field.

RECOMMENDATIONS:

That Selman Field, located approximately 3 miles East of MONROE, LOUISIANA, at Latitude 32° 30', Longitude 92° 05', be approved for use as a Navigator's School.

* * * *

(12) WAYNESBORO, PENNSYLVANIA - MUNICIPAL AIRPORT - BASING OF LIAISON AIRCRAFT

Discussion:

The Secretary of the Board presented a verbal request from Major McMahon of the Ground Air Support Command for approval of the Municipal Airport, WAYNESBORO, PENNSYLVANIA, for the basing of liaison aircraft working with the Military Intelligence Center at Camp Ritchie.

Findings:

1. It is desired to station 3 liaison aircraft on the Waynesboro Municipal Airport which are attached to Headquarters & Headquarters Squadron at Bolling Field.

2. Exclusive use is not desired and operations will be coordinated with existing activities.

3. This request has been coordinated by Base Services and A-3.

RECOMMENDATIONS:

That the Municipal Airport at WAYNESBORO, PENNSYLVANIA be approved for the basing of three liaison aircraft working with the Military Intelligence Center at Camp Ritchie.



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Meeting No. 146 September 1, 1942

(13) GREENVILLE, SOUTH CAROLINA - BASIC GLIDER TRAINING

Discussion:

The Secretary of the Board presented a verbal request from the Flying Training Command for approval of the use of the Municipal Airport, GREENVILLE, SOUTH CAROLINA for Basic Glider Training.

Findings:

1. Glider Training has been given #1 Priority according to General Arnold's recent directive and new basic schools should be under way by September 15.

2. Gliders are normally cut loose at 3,000 feet but sometimes at altitudes up to 10,000 feet. Most of the training will be accomplished within a radius of 5 miles of the airport.

3. Colonel Welsh, S.E.T.C., expressed himself to Colonel McMullen that airway and airport traffic was not very heavy at this point, either civil or military. There are only two scheduled airline stops per day at GREENVILLE at the present time.

4. Glider training will be coordinated with airway traffic as now handled at MOBILE, ALABAMA.

5. Tow planes to be used will be Stinson, Observation Type, C-57 and DC-3. An Auxiliary Field, not to be paved, will be required.

RECOMMENDATIONS:

1. That the Municipal Airport, GREENVILLE, SOUTH CAROLINA, be approved for Basic Glider Training.

2. That operations from this airport be conducted in accordance with Civil Air Regulations, Part 60 "Air Traffic Rules."

* * * *

B. NAVY:

(1) HUTCHINSON, KANSAS - 20 OUTLYING FIELDS FOR HUTCHINSON NRAB

Discussion:

The Secretary of the Board presented a request from the Navy Department member for approval of 20 sites as Outlying Fields for the HUTCHINSON, KANSAS Naval Reserve Aviation Base.

RECOMMENDATIONS:

1. That the 20 sites described below be approved as Outlying Fields for the Naval Reserve Aviation Base at HUTCHINSON, KANSAS:

| Field No. | Latitude | Longitude | Field No. | Latitude | Longitude |
|---|---|---|---|---|---|
| 31107 | 37° 59' 33" | 98° 00' 12" | 09505 | 37° 55' 09" | 97° 48' 12" |
| 27506 | 37° 56' 03" | 98° 01' 18" | 08010 | 37° 56' 57" | 97° 43' 51" |
| 23607 | 37° 52' 33" | 98° 00' 12" | 04907 | 37° 59' 33" | 97° 48' 09" |
| 20007 | 37° 50' 00" | 97° 56' 51" | 01410 | 38° 03' 54" | 97° 51' 21" |
| 14306 | 37° 51' 39" | 97° 50' 21" | 29210 | 37° 58' 47" | 98° 04' 30" |
| 26210 | 37° 54' 18" | 98° 05' 35" | 21912 | 37° 48' 03" | 98° 02' 09" |
| 19211 | 37° 46' 20" | 97° 56' 42" | 12809 | 37° 50' 45" | 97° 46' 00" |
| 32411 | 38° 03' 15" | 98° 01' 30" | 24111 | 37° 51' 00" | 98° 04' 45" |
| 17008 | 37° 48' 39" | 97° 52' 33" | 10410 | 37° 53' 36" | 97° 43' 51" |
| 03611 | 38° 03' 15" | 97° 46' 48" | 14712 | 37° 47' 24" | 97° 47' 12" |



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2. That operations from the above sites be conducted in accordance with Civil Air Regulations, Part 60, "Air Traffic Rules."

* * * *

(2) LOS ALAMITOS, CALIFORNIA - 5 OUTLYING FIELDS FOR LOS ALAMITOS NRAB

Discussion:

The Secretary of the Board presented a request from the Navy Department member for approval of 5 sites as Outlying Fields for the LOS ALAMITOS, CALIFORNIA Naval Reserve Aviation Base.

RECOMMENDATIONS:

That the 5 Outlying Field Sites for the LOS ALAMITOS, CALIFORNIA Naval Reserve Aviation Base described below be referred to the California Sub-committee of the ATCB for investigation and recommendation:

| Field No. | Latitude | Longitude |
|---|---|---|
| 14904 | 33° 45' | 118° 01' |
| 34907 | 33° 53' | 118° 04' |
| 02106 | 33° 52' | 118° 01' |
| 02604 | 33° 50' | 118° 02' |
| 16104 | 33° 45' | 118° 02' |

C. CIVILIAN PILOT TRAINING PROGRAM

(1) ST. CHARLES, ILLINOIS - AIR ACTIVITIES AIRPORT

Discussion:

The Secretary of the Board presented correspondence from the Director of the CPT regarding the Air Activities Airport, ST. CHARLES, ILLINOIS, in which it was revealed that Howard Aircraft Corporation, lessors of the Municipal Airport of ST. CHARLES, ILLINOIS, have requested immediate removal of the CPT Training of Navy Pilots even though this plant will not be in production for several months. It was indicated that the CPT program now 50% completed could in all probability run on to completion before the Howard Aircraft Corporation had any operations underway. The present operator has handled 13 programs on this field in the past three years and has requested ATCB intervention to permit completion of the present program.

Findings:

1. The CAA member investigated this request and reported that a lease had already been negotiated between the Howard Aircraft Corporation and the City of ST. CHARLES, ILLINOIS and that there was nothing the ATCB could do at this time.

RECOMMENDATIONS:

That, inasmuch as the Air Activities airport near ST. CHARLES, ILLINOIS, is now in effect a private airport due to a recently executed lease between the City of ST. CHARLES, ILLINOIS, and the Howard Aircraft Corporation, negotiations between the CPTPoperator and the Howard Aircraft Corporation be continued in an attempt to arrange for joint use of the airport, at least until the completion of the present CPT Program.



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Meeting No. 146 September 1, 1942

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LEWISTON-AUBURN, MAINE has been designated as a policy subject, and appears as Meeting No. 146-P.

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2. DANGER AREAS:

A. LEARY, GEORGIA - TRIANGULAR DIVISION CAMP SITE

Discussion:

The Secretary of the Board reopened the case of the LEARY, GEORGIA Triangular Division Camp Site upon which action was deferred at Meeting No. 129.

Findings:

1. At Meeting No. 129, the IATCB made the following recommendation with respect to the request for approval of a site near LEARY, GEORGIA for a Triangular Division Camp Site:



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"That the request for approval of the site described below for use by the Ground Forces be referred to the Flying Training Command, Army Air Forces for comment:

"Beginning at the town of LEARY; thence Southerly in a straight line to the town of MILFORD; thence East-Southeasterly to the town of NEWTON; thence Northerly on the NEWTON-ALBANY road to COOLEEWAHEE CREEK; thence Northerly along the main branch of said creek to the ALBANY-LEARY road; thence Westerly along said road to the town of LEARY and point of origin."

2. This request was referred to the Flying Training Command by Major Cornish of the Military Air Traffic Control Division who advises that Colonel Lee of the Flying Training Command stated that this proposed camp activity will seriously conflict with air operations at ALBANY, GEORGIA.

RECOMMENDATIONS:

1. That the site near LEARY, GEORGIA, described below be approved for a Triangular Division Camp Site, provided no firing is conducted within nor toward an area within a radius of 15 miles of the ALBANY, GEORGIA Radio Range nor within 5 miles of the on-course signals of the Northwest or Southwest legs of the ALBANY Radio Range:

Beginning at the town of LEARY; thence Southerly in a straight line to the town of MILFORD; thence East-Southeasterly to the town of NEWTON; thence Northerly on the NEWTON-ALBANY road to COOLEEWAHEE CREEK; thence Northerly along the main branch of said creek to the ALBANY-LEARY road; thence Westerly along said road to the town of LEARY and point of origin.

2. That the area described in 1 above, which does not conflict with ALBANY operations, be designated a Danger Area and published in CAA Weekly "Notices to Airmen" and shown on Coast and Geodetic Survey Aeronautical Charts upon receipt of notice of the issuance of construction permit for the camp.

* * * *

(2) EDGEFIELD, SOUTH CAROLINA - TRIANGULAR DIVISION FIELD TRAINING CAMP

Discussion:

The Secretary of the Board presented a request from the Corps of Engineers for approval of a site at EDGEFIELD, SOUTH CAROLINA as a Triangular Division Field Training Camp.

Findings:

1. The site requested is described as an irregularly shaped area approximately 13 miles East to West by 10 miles North to South, the center of which is at approximately Latitude 33° 39', Longitude 82° 02', 15 miles North of the AUGUSTA Radio Range Station at AUGUSTA, GEORGIA, and approximately 13 miles North Northwest of the center of the city of AUGUSTA, GEORGIA.

2. The proposed site is within Red Airway No. 16 near the Northern intersection of that airway with Red Airway No. 10.

3. The proposed artillery range is located outside the confines of the civil airways and the small arms range lies within that portion of the area extending into Red Airway No. 16.

4. There are heavy flight training activities in the general vicinity of the proposed site.



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Meeting No. 146 September 1, 1942

RECOMMENDATIONS:

1. That the following described site at EDGEFIELD, SOUTH CAROLINA, be approved for a Triangular Division Field Training Camp:

Beginning at a point at Latitude 33° 43' 20", Longitude 82° 00'; thence Southeast to Latitude 33° 39', Longitude 81° 54'; thence Southwest to Latitude 33° 35', Longitude 81° 57'; thence West to Latitude 33° 36', Longitude 82° 07'; thence Northwest to Latitude 33° 41', Longitude 82° 10'; thence Northeast to point of origin.

2. That no artillery firing be conducted within the confines of Red Airways Nos. 10 and 16.

3. That small arms firing within Red Airway No. 16 be directed away from the on-course signal of the AUGUSTA Radio Range.

4. That a modified range approach channel extending for 18 miles from the AUGUSTA Radio Range Station be established on the Northeast leg of the AUGUSTA Radio Range.

5. That the Area described in 1 above be designated a Danger Area and published in CAA Weekly "Notices to Airmen" and shown on Coast and Geodetic Survey Aeronautical Charts upon receipt of notice of the issuance of construction permit for the camp.

* * * *

3. MEMORANDUM FOR THE RECORD - RANDALL COUNTY, TEXAS

The Secretary of the Board presented the following memorandum for the record:

"The recommendations in Meeting No. 138, August 19, 1942, under Item 1 A (1) have been corrected to read as follows:

"That the proposed site located in RANDALL COUNTY, TEXAS at Latitude 35° 11', Longitude 101° 38' be approved for use as an Auxiliary Field for the temporary Glider School at AMARILLO, TEXAS."

* * * *

J. B. Hartranft, Jr.
Major, AC
Secretary 9/4/42

Earl F. Ward
CAA Representative

C. B. Lober
Col., AC
War Department Representative

J. B. Voit
Lt. Comdr., USN
Navy Department Representative

Gus Leazar
CAB Representative

The above recommendations are within the policies established by the WAR AVIATION COMMITTEE and are approved.

For the WAR AVIATION COMMITTEE:

DONALD H. CONNOLLY
Brigadier General, U. S. Army
Military Director of Civil Aviation
9/10/42



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INTERDEPARTMENTAL
AIR TRAFFIC CONTROL BOARD
WASHINGTON, D. C.

September 3, 1942

Meeting No. 147.

Time: 1:00 to 5:00 P.M.

Place: IATCB Room, Army Air Forces Annex #1, Washington, D. C.

Members Present:

Earl F. Ward, CAA, Presiding

Alternates Present:

A. B. McMullen, Lt. Colonel, A.C.
W. F. Taylor, Ensign, USNR
J. W. Lankford, CAB

Secretary:

J. B. Hartranft, Jr., Major, A.C.

Witnesses Appearing:

R. L. Griffith, CAA
R. H. Drake, CPT-CAA
John R. Nash, Capt., A.C., Buildings and Grounds
J. R. Yarrow, CAA

SUBJECTS:


Page No.

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B. YUMA, ARIZONA - ADVANCED SINGLE ENGINE TRAINING SCHOOL..... 3
DATELAN, ARIZONA - SUB-POST..... 3
C. FAYETTEVILLE, ARKANSAS - FLYING TRAINING COMMAND..... 3
D. SCRIBNER, NEBRASKA - AUXILIARY FIELD, HEAVY BOMBARDMENT..... 4
E. VINITA, OKLAHOMA - BASIC GLIDER SCHOOL..... 4
F. SOUTH COFFEYVILLE, OKLAHOMA - BASIC GLIDER SCHOOL..... 4

2. DANGER AREAS:

A. MINNEAPOLIS, KANSAS - BOMBING RANGE..... 5
B. CAMP CLAIBORNE, LOUISIANA - ARTILLERY FIRING..... 5
C. McMINNVILLE, TENNESSEE - BOMBING RANGE..... 6
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3. MEMORANDUM FOR THE RECORD - BIG SPRINGS, TEXAS..... 8


* * * *

1. AIRPORTS:

A. OKLAHOMA CITY, OKLAHOMA - MUNICIPAL #2 (BETHANY).

Discussion:

The Secretary of the Board presented a request from Mr. Jerome Lederer, Executive Assistant, Airline War Training Program for approval of the OKLAHOMA CITY



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Municipal Airport No. 2 (Bethany) for the transition training of pilots from single to multi-engined aircraft.

Findings:

1. The following letter, dated September 3, 1942, addressed to the Secretary LATCB, was received from the Airline War Training Program:

"The Air Transport Command has asked the airlines to expand their operations far in excess of anything they have done before. To train the personnel necessary to operate and maintain the aircraft required for this expanded service, the airlines have established the Airline War Training Program (AWTP) with Mr. Sam Solomon, President of Northeast Airlines, as Director of Training.

"As a center for the transition training of pilots from single to multi-engined aircraft, the AWTP is considering the use of the OKLAHOMA CITY Municipal Airport No. 2. The field appears to have good runways; it has no hangars or other structures, but these would be erected by the AWTP. Its location is desirable because of good weather conditions and especially because of the availability of the grounds and buildings of Oklahoma University, located six miles Southeast of the field.

"Mr. H. E. Bailey, City Manager, Oklahoma City has written:

'Possible exclusive use of the grounds and buildings of Oklahoma City University for some phase of wartime training has been discussed with the officials of the University. These officials have expressed a willingness to enter into negotiations with the Government for this purpose, if such would serve the needs of the Nation.

'Consummation of any negotiations which might be entered into would not result in closing of the institution, as other facilities are available to them in this City, as a temporary measure.

'The City officials have likewise expressed their desire to negotiate with you in the possible use of Municipal Airport No. 2 (Bethany). I can assure you the people of this community are anxious to give their wholehearted cooperation by assisting in every way possible to make these facilities available for use in the establishment of a Training Program by the Government.'

"Five hundred students per month will receive this transition training. They will have had link-instrument training prior to transition training. Three or four satellite fields will be necessary to relieve congestion at the Bethany base; the field at ENID, OKLAHOMA is desired as one of them.

"The AWTP will, of course, be most willing to coordinate its training activities with others that may exist in that region in the interests of safety, efficiency, and conservation of equipment.

"Attached herewith is a map showing the location of Bethany Airport in reference to OKLAHOMA CITY and other airports in the vicinity. An outline drawing of the field itself is also attached.

"If possible, the AWTP would like to have your Board's early approval for the use of this field so that plans may be made and actions taken to put this field into use by January 1, 1943."

2. At Meeting No. 142-143, the LATCB recommended approval for construction of a site in the vicinity of ENID, OKLAHOMA, located at latitude 36° 23', Longitude 97° 48'; assignment to be made at a later date and coordinated through the FORT WORTH, TEXAS Sub-committee.



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Meeting No. 147 September 3, 1942

RECOMMENDATIONS:

1. That the Oklahoma City Municipal Airport No. 2 (Bethany), OKLAHOMA CITY, OKLAHOMA, be approved for use by the Airline War Training Program for the transition training of pilots from single to multi-engined aircraft.

2. That a site at ENID, OKLAHOMA, be approved as an auxiliary field to serve the main base at the Oklahoma City Municipal Airport No. 2, provided proposed operations are coordinated with and approved by the Flying Training Command, and that that part of recommendation 142-3 concerning ENID, pertaining to the coordination with the FORT WORTH, TEXAS Sub-committee, is hereby rescinded.

B. YUMA, ARIZONA - ADVANCED SINGLE ENGINE TRAINING SCHOOL.
DATELAN, ARIZONA - SUB-POST.

Discussion:
The Secretary of the Board presented a request from the Director of Base Services for approval of a site in the vicinity of DATELAN, ARIZONA to be used as an auxiliary base for the YUMA Army Flying School.

Findings:

1. The proposed site is located at Latitude 32° 50', Longitude 113° 30' on the North side of U. S. Highway #80 near DATELAN, ARIZONA.

2. At Meeting No. 107, the IATCB recommended approval of 4 auxiliary landing fields to serve the Advanced Flying School at YUMA, ARIZONA.

3. Fly Field, the main base at YUMA, ARIZONA has never been formally approved by the IATCB; it is now requested that this field be approved for Advanced Single Engine Training School.

4. The gunnery range now being used in operations out of YUMA, ARIZONA will be submitted for approval at a later date.

RECOMMENDATIONS:

1. That Fly Field, the main base at YUMA, ARIZONA, be approved for use as an Advanced Single Engine Training School.

2. That a site located at Latitude 32° 50', Longitude 113° 30' near DATELAN, ARIZONA, be approved as a sub-post for the YUMA Army Flying School.

3. That the attendant gunnery range not be placed within an airway running from SAN DIEGO, CALIFORNIA through YUMA, ARIZONA and GILA BEND, ARIZONA to TUCSON, ARIZONA.

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C. FAYETTEVILLE, ARKANSAS - FLYING TRAINING COMMAND.

Discussion:

The Secretary of the Board presented a request from the Assistant Chief of Air Staff for approval of a site at FAYETTEVILLE, ARKANSAS for use by the Flying Training Command.

Findings:

1. The proposed site is located at Latitude 36° 01', Longitude 94° 10'.

2. CPT operations at FAYETTEVILLE, ARKANSAS, consist of 20 Navy trainees.

RECOMMENDATIONS:

1. That a site in the vicinity of FAYETTEVILLE, ARKANSAS, located at Latitude 36° 01', Longitude 94° 10', be approved for use by the Flying Training Command, subject to coordination with existing activities.



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2. That the IATCB be advised of the type of operations to be held from FAYETTEVILLE, ARKANSAS.

* * * *

D. SCRIBNER, NEBRASKA - AUXILIARY FIELD, HEAVY BOMBARDMENT, OTU.

Discussion:

The Secretary of the Board re-presented a request from the Commanding General, 2nd Air Force, for approval of a site in the vicinity of SCRIBNER, NEBRASKA.

Findings:

1. At Meeting No. 135, dated August 13, 1942, the IATCB made the following recommendations regarding a site at SCRIBNER, NEBRASKA:

"1. That upon final decision of the Site Selection Board as to the proposed location, the matter be resubmitted to the Board for consideration.

"2. That this request be registered on the planning maps of the IATCB and that no conflicting assignment be made until clearance has been made through the War Department Member."

2. The proposed site is located 3 miles Southeast of SCRIBNER, NEBRASKA, West of U. S. Highway No. 275, at Latitude 41° 38', Longitude 96° 38'.

RECOMMENDATIONS:

That a site located 3 miles Southeast of SCRIBNER, NEBRASKA at Latitude 41° 38', Longitude 96° 38', be approved for use by the Second Air Force.

* * * *

E. VINITA, OKLAHOMA - BASIC GLIDER SCHOOL.

Discussion:

The Secretary of the Board presented a request from the Director of Base Services for approval of a site in the vicinity of VINITA, OKLAHOMA for use as a Basic Glider School.

Findings:

The proposed site is located 3⅛ miles North-Northwest of VINITA, OKLAHOMA, North of Red Airway No. 1, at Latitude 36° 41' 30", Longitude 95° 10'.

RECOMMENDATIONS:

That a site located 3⅛ miles North-Northwest of VINITA, OKLAHOMA, at Latitude 36° 41' 30", Longitude 95° 10', be approved for use as a Basic Glider School.

* * * *

F. SOUTH COFFEYVILLE, OKLAHOMA - BASIC GLIDER SCHOOL.

Discussion:

The Secretary of the Board presented a request from the Director of Base Services for approval of a site at SOUTH COFFEYVILLE, OKLAHOMA, for use as a Basic Glider School.

Findings:

1. The proposed site is located ½ mile Southwest of SOUTH COFFEYVILLE, within Amber Airway No. 4, at Latitude 36° 59', Longitude 95° 38' 30".



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Meeting No. 147 September 3, 1942

2. This site is approximately 5 miles South of COFFEYVILLE, KANSAS, Basic School and 2 miles West of the Jensen Airport, SOUTH COFFEYVILLE, OKLAHOMA.

RECOMMENDATIONS:

1. That a site located ½ mile Southwest of SOUTH COFFEYVILLE, OKLAHOMA, at Latitude 36° 59', Longitude 95° 38' 30" be disapproved.

2. That if a site is selected in the vicinity of SOUTH COFFEYVILLE, OKLAHOMA, it be selected off Amber Airway No. 4, and further removed from the COFFEYVILLE, KANSAS Basic School so as to avoid conflict with this activity.

* * * * *

2. DANGER AREAS:

A. MINNEAPOLIS, KANSAS - BOMBING RANGE:

Discussion:

The Secretary of the Board presented a request from the Director of Base Services for approval of a site North of SALINA, KANSAS, for use as a Bombing Range by units of the Smoky Hill Air Base, SALINA, KANSAS.

Findings:

1. The proposed site is located 9 miles Northeast of MINNEAPOLIS, KANSAS, 24 miles North and East of Smoky Hill Air Base at Latitude 39° 10' 30", Longitude 97° 34'.

2. The bombing range is described as follows:

Beginning at the intersection of the second-class highway East of the town of MINNEAPOLIS and the U. P. Railroad; North to the fork in Pipe Creek; thence East to the intersection of a branch of the Solomon River and a road running North from the town of Wells; thence due South on said railroad to the spur of the A.T. & S.F. Railroad; thence Westerly along said railroad to the point of origin.

3. The subject site will be used by units attached to the Smoky Hill Air Base, SALINA, KANSAS, approved in Meeting 136-A for Heavy Bombardment OTU.

4. This site is within an area previously assigned to the Navy at Meeting 109.

5. The Navy agrees to the assignment of the above site as a bombing range for use by Army OTU.

RECOMMENDATIONS:

1. That the following described area be approved for a bombing range:

Beginning at the intersection of the second-class highway East of the town of MINNEAPOLIS and the U.P. Railroad; North to the fork in Pipe Creek; thence East to the intersection of a branch of the Solomon River and a road running North from the town of Wells; thence due South on said railroad to the spur of the A.T. & S.F. Railroad; thence Westerly along said railroad to the point of origin.

2. That the above area be designated a Danger Area, published in "Notice to Airmen", and plotted on Aeronautical Charts.

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B. CAMP CLAIBORNE, LOUISIANA - ARTILLERY FIRING.



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Meeting No. 147 September 3, 1942

Discussion:

The Secretary of the Board presented a request from the Commanding Officer, Camp Claiborne, submitted through the War Department member, for approval of an area for artillery firing.

Findings:

1. The proposed area is described as follows:

   Beginning at the town of WOODWORTH; thence along a county road to the intersection with county road 278; thence in a straight line Southwesterly to the town of ELMER; thence along the highway to the town of MELDER; thence to Spring Creek and along Spring Creek to its intersection with the spur line of the M. P. Railroad; thence along said railroad to the town of LONGLEAF; thence Northeasterly along the connecting railroad to its intersection with county road 24; thence Northerly along a county road to the town of WOODWORTH and the point of origin.

2. Firing within this area will be conducted up to approximately 18,000 feet.

RECOMMENDATIONS:

1. That the following described area be approved for artillery firing:

   Beginning at the town of WOODWORTH; thence along a county road to the intersection with county road 278; thence in a straight line Southwesterly to the town of ELMER; thence along the highway to the town of MELDER; thence to Spring Creek and along Spring Creek to its intersection with the spur line of the M.P. Railroad; thence along said railroad to the town of LONGLEAF; thence Northeasterly along the connecting railroad to its intersection with county road 24; thence Northerly along a county road to the town of WOODWORTH and the point of origin.

2. That the above area be designated a Danger Area, published in "Notice to Airmen", and plotted on Aeronautical Charts.

3. That the Danger Area known as the Camp Beauregard Artillery Range, located approximately 27 miles Northeast of the above described area, be removed from Aeronautical Charts if said range is not now in use.

4. That the Army Member obtain the information desired in #3 above.

* * * *

C. McMINNVILLE, TENNESSEE - SPENCER ARTILLERY RANGE.

Discussion:

The Secretary of the Board presented a request from the Director of Base Services for approval of the use of the Spencer Artillery Range for use by the Army Air Forces Combat Crew School at SMYRNA, TENNESSEE.

Findings:

1. The Spencer Artillery Range is described as follows:

| | | |
|---|---|---|
| SE corner | 35° 30' | - 85° 31' |
| NW corner | 35° 37' | - 85° 41' |
| NE corner | 35° 40' | - 85° 32' 30" |
| SE corner | 35° 37' | - 85° 28' |

2. At Meeting No. 102, the IATCB recommended that the above described range be approved and designated a Danger Area.



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Meeting No. 147 September 3, 1942

3. At Meeting No. 124, the following memorandum dated July 24, 1942, from the Corps of Engineers was read into the Board Records:

"1. At Meeting No. 102 of the I.A.T.C.B., June 17, 1942, a location near McMINNVILLE, TENNESSEE, was sanctioned as a Triangular Division Camp Site.

"2. Army Ground Forces have advised this office July 24, 1942, that the site will not be suitable for the intended purpose. This site location is therefore being abandoned by the War Department.

"3. Reference is invited to minutes of Meeting No. 102 of the Interdepartmental Air Traffic Control Board which also concerns the establishment of a Danger Area over the artillery range which was intended by the War Department for use by both CAMP FORREST and the cantonment proposed for McMINNVILLE. The abandonment of the McMINNVILLE site does not include the abandonment of the artillery range which is now being used by CAMP FORREST. The Danger Areas as established should, therefore, be maintained.

"4. This artillery range is known as the Spencer Artillery Range. There is a bare possibility that this range may be relinquished to the Army Air Forces for an air bombing range."

RECOMMENDATIONS:

That the Spencer Artillery Range, previously approved at Meeting No. 102, be approved for use by the Army Air Forces Combat Crew School at SMYRNA, TENNESSEE, subject to coordination with existing activities.

* * * *

D. EPHRATA, WASHINGTON - GROUND GUNNERY RANGE.

Discussion:

The Secretary of the Board presented a request from the Director of Base Services for approval of a site for use as a Ground Gunnery Range for EPHRATA Air Base No. 1, EPHRATA, WASHINGTON.

Findings:

1. The proposed site is located approximately 10 miles North by East of Ephrata Air Base, 4 miles North of SOAP LAKE, GRANT COUNTY and partially within the North side of Green Airway No. 2; at Latitude 47° 27', Longitude 119° 30'.

2. At Meeting No. 109, dated June 29, 1942, the IATCB recommended approval of the following described area for use as an Air Ground Gunnery Range until such time as a suitable range could be provided off the airway:

> Beginning at Latitude 47° 15' 30", Longitude 119° 29' 30"; thence East to Latitude 47° 15' 30", Longitude 119° 27'; thence Northeast to Latitude 47° 18', Longitude 119° 26'; thence Northeast to Latitude 47° 19', Longitude 119° 25' 30"; thence West to Latitude 47° 19', Longitude 119° 32'; thence South to Latitude 47° 17', Longitude 119° 32'; thence Southeast to starting point.

RECOMMENDATIONS:

1. That a rectangular area 2 miles East-West by 1 mile North-South with the center at Latitude 47° 27', Longitude 119° 30', be approved as an Air Ground Gunnery Range for use by the 2nd Air Force unit located at the Ephrata Army Air Base.

2. That the above area be designated a Danger Area, published in "Notice to Airmen" and plotted on Aeronautical Charts.



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Meeting No. 147 September 3, 1942

3. That the area approved at Meeting No. 109 for temporary use be removed from the Aeronautical Charts and no longer considered a Danger Area.

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3. MEMORANDUM FOR THE RECORD: BIG SPRINGS, TEXAS

Discussion:

The Secretary of the Board presented the following correction to Meeting No. 140 of the IATCB, Subject 1 A, "BIG SPRINGS, TEXAS - 6 BOMBING TARGET SITES".

RECOMMENDATION 2.

"That designation of danger areas for these sites be withheld pending receipt of information that construction has begun."

* * * *

J. B. HARTMANFT, JR.,
Major, A.C.
Secretary
9/8/42

EARL F. WARD,
CAA Representative.

GUS LEAZAR,
CAB Representative.

for C. B. LOBER,
Colonel, A.C.,
War Department Representative.

J. B. VOIT,
Lt. Comdr., U.S.N.,
Navy Representative.

The above recommendations are within the policies established by the WAR AVIATION COMMITTEE and are approved.

DONALD H. CONNOLLY,
Brig. General, U.S.Army,
Military Director of Civil Aviation.
9/9/42



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INTERDEPARTMENTAL
AIR TRAFFIC CONTROL BOARD
WASHINGTON, D. C.

Meeting No. 148 September 4, 1942

Place: LATCB Room, Army Air Forces Annex No. 1, WASHINGTON, D. C.

Time: 1:00 p.m. to 5:00 p.m.

Members Present:

Earl F. Ward, CAA, Presiding
Gus Leazar, CAB

Alternates Present:

A. B. McMullen, Lt. Col., A.C.
W. F. Taylor, Ensign, USNR

Secretary: J. B. Hartranft, Jr., Maj. A.C.

Witnesses Appearing:

J. R. Nash, Capt., A.C., Buildings & Grounds Division
J. R. Yarrow, CAA, Airport Division
R. H. Drake, CAA-CPT
E. W. Piltz, CAA-Flight Information Section
F. C. Anderson, Iowa Airport & Company, Des Moines, Iowa

SUBJECTS: Page No.

1. DANGER AREAS:

A. CAMP MCCOY, WISCONSIN - SMALL ARMS, ANTI-TANK, ANTI-AIRCRAFT AND MORTAR FIRING..... 1
B. CAMP LIVINGSTON, LOUISIANA - AERIAL GUNNERY..... 2
C. CAMP HULEN, TEXAS - ROCKET RANGE AND TWO ANTI-AIRCRAFT RANGES..... 3
D. SIOUX CITY, IOWA - BOMBING RANGE..... 4
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2. DES MOINES, IOWA - CIVILIAN PILOT TRAINING PROGRAM..... 6

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1. DANGER AREAS:

A. CAMP MCCOY, WISCONSIN - SMALL ARMS, ANTI-TANK, ANTI-AIRCRAFT AND MORTAR FIRING

Discussion:

The Secretary of the Board presented a request from the Corps of Engineers for approval of an additional training area for CAMP MCCOY, WISCONSIN which includes Small Arms, Anti-Tank, Anti-Aircraft and Mortar Firing Ranges.

Findings:

1. At Meeting No. 77, the LATCB approved an area approximately 23 miles square, located South of the Chicago and Northwestern Railroad tracks between Latitude 90° 43' 33" on the West and approximately Longitude 90° 36' on the East for Artillery and Machine Gun Firing.

2. The area now requested is described as beginning at the town of SHAMROCK: thence Southerly through the center of the town of ANGELO to the intersection of U. S. Highway 16 and the C and NW Railroad; thence Easterly along U. S. Highway 16



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to a point due South of Tunnel City; thence due North through TUNNEL CITY to U. S. Highway 12; thence Northwesterly along said highway to the town of MILLSTON; thence Westerly in a straight line to the town of SHAMROCK and point of origin.

RECOMMENDATIONS:

1. That the proposed additional training area for CAMP MCCOY, WISCONSION, which includes Small Arms, Anti-Tank, Anti-Aircraft and Mortar Firing Ranges be approved.

2. That the present CAMP MCCOY Danger Area be re-defined as follows:

Beginning at the Town of SHAMROCK; thence Southerly through the center of the Town of ANGELO to the intersection of U. S. Highway 16 and the Chicago and Northwestern Railroad; thence Easterly along U. S. Highway 16 to a point due South of TUNNEL CITY; thence due North and through TUNNEL CITY to U. S. Highway 12; thence Northwesterly along said highway to the Town of MILLSTON; thence Westerly in a straight line to the Town of SHAMROCK and point of origin.

3. That the Danger Area, as re-defined in Recommendation 2 above, be published in CAA Weekly "Notices to Airmen" and shown on Coast and Geodetic Survey Aeronautical Charts upon receipt of notice of the issuance of the construction permit for the extension of CAMP MCCOY.

* * * *

B. CAMP LIVINGSTON, LOUISIANA - AERIAL GUNNERY

Discussion:

The Secretary of the Board presented a request from the Corps of Engineers for approval of the Breezy Hill Range, CAMP LIVINGSTON, LOUISIANA for Infantry Supporting Weapons.

Findings:

1. The Breezy Hill Range for CAMP LIVINGSTON is described as bounded by a line beginning at the Town of GEORGETOWN at the intersection of the M. P. and L. & A. Railroads; thence Westerly along the latter railroad to the intersection with a North and South line of the L. & A. Railroad; thence Southerly along said railroad to the Town of DRY PRONG; thence along highway leading Northeasterly from the Town of DRY PRONG to its intersection with U. S. Highway No. 165; thence Northeasterly along said highway to the Town of GEORGETOWN and point of origin.

2. The MATC Division advised that the Danger Area for CAMP LIVINGSTON, now shown on Beaumont Sectional Aeronautical Chart, dated May 28, 1942, has never been approved by the IATCB and requested that it be approved.

3. The MATC Division advised that Esler Field, approved in Meeting No. 82 for a Ground Air Support Base, is now being used by the 3rd Air Force as a Fighter Command Base and was assigned for such activity by Assistant Chief of Air Staff, A-3 (Army Air Forces) on July 16, 1942.

4. Firing up to 77 mm artillery, 30 and 50 mm Aerial Gunnery will take place on the Breezy Hill Range.

RECOMMENDATIONS:

1. That the Breezy Hill Firing Range, described below for CAMP LIVINGSTON, LOUISIANA, be approved and designated a Danger Area:

Beginning at the Town of GEORGETOWN at the intersection of the M. P. and L. & A. Railroads; thence Westerly along the latter railroads to the intersection with a North and South line of the L. & A. Railroad; thence Southerly along said railroad



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to the Town of DRY PRONG; thence along highway leading Northeasterly from the Town of DRY PRONG to its intersection with U. S. Highway #165; thence Northeasterly along said highway to the Town of GEORGETOWN and point of origin.

2. That the Danger Area established in Recommendation 1 above be published in CAA Weekly "Notices to Airmen" and shown on Coast and Geodetic Survey Aeronautical Charts.

3. That the Danger Area for CAMP LIVINGSTON, LOUISIANA, as shown on Beaumont Sectional Aeronautical Chart, dated May 28, 1942, be approved and published in CAA Weekly "Notices to Airmen".

4. That the use of Esler Field, Louisiana by the 3rd Air Force as a Fighter Command Base be approved.

* * * *

C. CAMP HULEN, TEXAS - ROCKET RANGE AND TWO ANTI-AIRCRAFT RANGES

Discussion:

The Secretary of the Board presented a request from the Corps of Engineers for approval of a Rocket Range and two Anti-Aircraft Ranges for CAMP HULEN, TEXAS.

Findings:

1. The proposed ranges are described as follows:

a. Rocket Range - One mile wide extending Southwesterly from the Town of INDIANOLA across Powderhorn Lake; thence Easterly extending to two miles and widening to two miles. Entire area is approximately one mile inshore.

b. Anti-Aircraft Range, Oyster Lake - An area three miles wide between CAMP HULEN and PALACIOS POINT.

c. Anti-Aircraft Range, Kellers Bay - An area 8 miles in radius from Magnolia Beach between Point Comfort and Matagorda Bay.

2. Rockets from Site a. will reach a maximum elevation of approximately 5,500 feet and will be used as targets for 50 caliber anti-aircraft firing conducted from Sites b and c.

3. Subject sites are entirely within Green Airway No. 6 and within a previously established Danger Area. Site c straddles the Southwest leg of the Palacios radio range.

RECOMMENDATIONS:

1. That the three ranges described below be approved for CAMP HULEN, TEXAS, provided no projectiles enter into the air space above Green Airway No. 6 as recently re-oriented on a Bearing of 46° magnetic toward the Houston Radio Range Station:

a. Rocket Range - One mile wide extending Southwesterly from the Town of INDIANOLA across Powderhorn Lake; thence Easterly extending to two miles and widening to two miles. Entire area is approximately one mile inshore.

b. Anti-Aircraft Range, Oyster Lake - An area three miles wide between CAMP HULEN and PALACIOS POINT.



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c. Anti-Aircraft Range, Kellers Bay - An area 8 miles in radius from Magnolia Beach between Point Comfort and Matagorda Bay.

2. That no Danger Areas be established over the above ranges as they lie within a previously established Danger Area.

3. That the 3 Ranges approved in Recommendation 1 above be published in CAA Weekly "Notices to Airmen".

4. That the previously established Danger Area in the vicinity of Matagorda Bay and Palacios, Texas, be referred to the War Department member to determine in what portions of the existing Danger Area hazards to aircraft exist and his recommendations as to how the Danger Area can be reduced.

* * * *

D. SIOUX CITY, IOWA - BOMBING RANGE

Discussion:

The Secretary of the Board presented a request from the Director of Base Services for approval of a site for a Bombing Range for the SIOUX CITY, IOWA Army Air Base.

Findings:

1. The proposed site for the Bombing Range is described as beginning at the intersection and cross-over of Highway 77 and the C. and N. W. Railroad; thence due West to the East bank of the Missouri River; thence along the meanders of the East bank of the Missouri River to a point due South of the point of origin; thence due North to the point of origin. The proposed site is approximately 5 miles West of ELK POINT, SOUTH DAKOTA, approximately 29 miles Northwest of the SIOUX CITY, IOWA Army Air Base and is not within the confines of any existing civil airway.

2. At Meeting No. 126, the Municipal Airport, SIOUX CITY, IOWA, was approved as an Army Air Base and at Meeting No. 136-A, it was approved for use by the 2nd Air Force.

RECOMMENDATIONS:

1. That the proposed site for a Bombing Range for the SIOUX CITY, IOWA Army Air Base described below be approved:

Beginning at the intersection and cross-over of highway 77 and the C. and N. W. Railroad; thence due West to the East bank of the Missouri River; thence along the meanders of the East bank of the Missouri River to a point due South of the point of origin; thence due North to the point of origin.

2. That the Bombing Range approved in Recommendation 1 above be designated a Danger Area.

3. That the Danger Area established in Recommendation 2 above be published in CAA Weekly "Notices to Airmen" and shown on Coast and Geodetic Survey Aeronautical Charts.

* * * *

E. GREAT FALLS, MONTANA - BOMBING RANGE

Discussion:

The Secretary of the Board presented a request from the Director of Base Services for approval of a site for a Bombing Range for the GREAT FALLS, MONTANA Army Air Base.



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Meeting No. 148 September 4, 1942

Findings:

1. The proposed Bombing Range is described as an area 4 miles square the center of which is located at Latitude 47° 55', Longitude 109° 31'.

2. The proposed Bombing Range is outside the confines of any existing civil airway.

RECOMMENDATIONS:

1. That the proposed Bombing Range for the GREAT FALLS, MONTANA Army Air Base described as an area 4 miles square the center of which is located at Latitude 47° 55', Longitude 109° 31', be approved.

2. That the Bombing Range described in Recommendation 1 above be designated a Danger Area.

3. That the Danger Area established in 2 above be published in CAA Weekly "Notices to Airmen" and shown on Coast and Geodetic Survey Aeronautical Charts.

* * * *

F. RAPID CITY, SOUTH DAKOTA - BOMBING RANGES

Discussion:

The Secretary of the Board presented a request from the Director of Base Services for approval of two sites for Bombing Ranges for the RAPID CITY, SOUTH DAKOTA Army Air Base.

Findings:

1. The proposed Bombing Ranges are described as follows:

a. A rectangular area 4 by 5 miles bounded on the North by Latitude 44° 44' 40"; on the East by Longitude 102° 59' 15"; on the South by Latitude 44° 41'; and on the West by Longitude 103° 04' 05". This range is approximately 20 miles East of NEWELL, SOUTH DAKOTA; 40 miles North of the Rapid City Army Air Base and is not within the confines of any existing civil airway.

b. An area two miles square centered on Latitude 44° 35', Longitude 102° 45'. This range is approximately 32 miles Northeast of the RAPID CITY Army Air Base and is not within the confines of any existing civil airway.

2. The Military Air Traffic Control Division advises that the RAPID CITY Army Air Base, approved in Meeting No. 136-A, is located on the RAPID CITY Municipal Airport and not on the Halley Airport as indicated on the records of the LATCB.

RECOMMENDATIONS:

1. That the following described Bombing Ranges be approved for the RAPID CITY, SOUTH DAKOTA Army Air Base:

a. A rectangular area 4 by 5 miles bounded on the North by Latitude 44° 44' 40"; on the East by Longitude 102° 59' 15"; on the South by Latitude 44° 41'; and on the West by Longitude 103° 04' 05".

b. An area two miles square centered on Latitude 44° 35', Longitude 102° 45'.

2. That the Bombing Ranges described in Recommendation 1 above be designated Danger Areas.

3. That the Danger Areas established in Recommendation 2 above be published in CAA Weekly "Notices to Airmen" and shown on Coast & Geodetic Survey Aeronautical Charts.



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4. That the records of the LATCB be corrected to show the location of the RAPID CITY Army Air Base as being on the Municipal Airport instead of on Halley Airport.

* * * *

G. SALINA, KANSAS - BOMBING RANGE

Discussion:

The Secretary of the Board presented a request from the Director of Base Services for approval of a site for a Bombing Range for the Smoky Hill Army Air Base, SALINA, KANSAS.

Findings:

1. The proposed site is described as an area two and one-half miles square centered on Latitude 39° 10' 30", Longitude 97° 26' 30".

2. The proposed site lies within an area previously reserved for use by the Navy.

3. The proposed site overlaps the West leg of the Ft. Riley Radio Range but does not lie within the confines of any existing civil airway.

4. The Navy Alternate member stated that although the proposed range was within an area reserved for Navy use, there was no objection to the establishment of the range therein.

RECOMMENDATIONS:

1. That the proposed Bombing Range near SALINA, KANSAS, described as an area two and one-half miles square centered on Latitude 39° 10' 30", Longitude 97° 26' 30", be approved.

2. That the Bombing Range described in one above be designated a Danger Area.

3. That the Danger Area established in 2 above be published in CAA Weekly "Notices to Airmen" and shown on Coast & Geodetic Survey Aeronautical Charts.

* * * *

2. DES MOINES, IOWA - CIVILIAN PILOT TRAINING PROGRAM

Special Testimony "Use of Des Moines Municipal Airport".

Discussion:

Mr. F. C. Andersen, CPTP Contractor for Army and Navy Trainees at the DES MOINES IOWA Municipal Airport requested and was granted a hearing before the LATCB regarding the Board's recommendations in Meeting No. 122 on the use of the above airport.

Findings:

1. The past actions of the LATCB with regard to activities at the DES MOINES Municipal Airport are as follows:

a. On May 7, 1942, at Meeting No. 78, the LATCB disapproved the use of the DES MOINES Airport as a Ground Air Support Base.

b. On May 26, 1942, at Meeting No. 88, the LATCB again disapproved the use of the DES MOINES Airport as a Ground Air Support Base.



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c. On July 22, 1942, at Meeting No. 122, the LATCB approved the use of DES MOINES Airport by the Foreign Service Concentration Command subject to continuance of CPT Operations as at present, except that practice landings and takeoffs be made by the CPT from satellite fields and that housing and shop facilities remain in the possession of the present operators.

d. On July 30, 1942, at Meeting No. 126, the LATCB reaffirmed the recommendations made in Meetings Nos. 78, 88, and 122 concerning the DES MOINES Airport.

2. The Corps of Engineers Office has confirmed revision of engineering report indicating the construction of an East/West runway on the South end of the Municipal Airport which necessitates the removal of the present hangar and shop facilities of the CPT referred to in Board recommendation in Meeting No. 122.

3. The hangar is 100' x 100' with a steel framework and a brick shell and is of such construction that it could not be moved intact but would have to be dismantled and reconstructed at a new location.

4. The removal of the hangar and shop facilities would require the operator to take his operations elsewhere.

5. The City of DES MOINES has made no effort to locate a new field from which the CPT program could be carried on and there are no suitable sites within a reasonable distance of the present location to which the operator could move.

6. Mr. Anderson stated that he had investigated the possibility of enlarging the field near CAMP DODGE. CAMP DODGE is located to the North and the terrain is hilly; to the East there is an interurban line; to the West there is a river; and to the South is a farm (that cannot be purchased.) The field is completely hemmed in and cannot be enlarged. The field would meet the requirements for Primary training but not for Secondary. This is the only known alternate airport site to DES MOINES Municipal.

7. Mr. Anderson's present CPT contract calls for training 112 students every 6 weeks, a total of 672 students a year. These are divided between Elementary, Secondary and a new Instrument Course. The operator is now using 23 ships in his program and has just recently purchased additional equipment including a Link Trainer and two Fairchild 24 Instrument Ships.

8. In carrying on his operations, the CPT operator has avoided using the runways at the airport, thus leaving the runways clear for Army, Navy, and airline operations. CPT activities are conducted from a sodded and graded area in the Southeast portion of the field.

9. From maps and data available, it was indicated that the approaches to the proposed new East/West runway would be much worse, due to hills and built-up residential districts, than the approaches to the present East/West runway and that it would probably take as much grading and filling to construct the new runway as it would to extend the present East/West runway at the North end of the field.

10. Mr. Yarrow of the CAA Airport Division stated that if the drainage outlet was any indication as to how much the present East/West runway could be extended, it could be extended at least 500 feet on the West end and around 700 feet on the East end.

11. Mr. Anderson stated that he wanted to cooperate with the Army and Navy to the fullest extent so as not to interfere with their activities and that all he wanted was a field which would meet the minimum requirements of the CAA which is a field of 100 acres for Primary and Secondary Students. He stated that if he could not obtain such a field, he would rather drop out of the picture than to carry on operations from a field of insufficient size. He stated that last summer, as an experiment, he transferred his Elementary activities to a small field near CAMP DODGE and had three crack-ups within a very short time.



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Meeting No. 148 September 4, 1942

RECOMMENDATIONS:

The Secretary of the Board is instructed to investigate the Corps of Engineers plans and keep the Board advised of any action which might prove contrary to recommendation in Meeting No. 122.

Secretary's Note: Major John M. Lyle, Technical Advisor, Engineering Section of the Buildings and Grounds Division, advised the Secretary on September 5, 1942, that reconsideration had been given to the Corps of Engineers Report concerning DES MOINES Municipal Airport and that the plans as of that date were to strengthen and lengthen present runways only, with no demolition contemplated.

* * * *

J. B. HARTRAFT, JR.
Major, A. C.
Secretary
9/9/42

EARL F. WARD
CAA Representative

C. B. LOBER
Col., A. C.
War Department Representative

GUS LEAZAR
CAB Representative

J. B. VOIT
Lt. Comdr., U.S.N.
Navy Department Representative

The above recommendations are within the policies established by the WAR AVIATION COMMITTEE and are approved.

For the WAR AVIATION COMMITTEE:

DONALD H. CONNOLLY
Brigadier General, U. S. Army
Military Director of Civil Aviation
9/10/42



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INTERDEPARTMENTAL
AIR TRAFFICE CONTROL BOARD
Washington, D. C.

September 7, 1942

Meeting No. 149.

Time: 1:00 P.M. to 5:00 P.M.

Place: IATCB Room, Army Air Forces Annex #1, Washington, D. C.

Members Present:

Earl F. Ward, CAA, Presiding
Gus Leazar, CAB

Alternates Present

W. F. Taylor, Ensign, USNR
A. B. McMullen, Lt. Colonel, A.C.

Secretary:

J. B. Hartranft, Jr., Major, A. C.

Witnesses Appearing:

John R. Nash, Capt., A.C.
J. P. Yarrow, CAA
R. H. Drake, CPT-CAA
E. W. Piltz, CAA
H. Smithdeal,, Major, A.C., Air Transport Command
J. E. Gurley, 1st. Lt., A. C., Air Transport Command

SUBJECTS:


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D. WACO, TEXAS - AUXILIARY FIELDS..... 3
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1. AIRPORTS:

A. DENTON, TEXAS, ARMY CIVIL ELEMENTARY TRAINING.

Discussion:

The Secretary of the Board presented a request from the Director of Base Services for approval of a site near DENTON, TEXAS, for use as a Civil Contract Power Primary Flying School.



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Meeting No. 149 September 7, 1942

Findings:

1. The proposed site is located at Latitude 33° 13' 15", Longitude 97° 17' 30" 9 miles West of DENTON, TEXAS.

2. At Meeting No. 64, August 13, 1942, a site at DENTON, TEXAS, Latitude 33° 16', Longitude 97° 08', was approved for Civil Elementary Training; it is now requested that this site be used as an Elementary Glider Training School.

3. The proposed site for the Civil Elementary Training is located on the let-down leg of the FORT WORTH Radio Range and almost exactly within the center of Amber Airway No. 4, approximately 26 miles North of the Fort Worth Radio Range which is being used for instrument flight training in addition to being the principal letdown leg to the Fort Worth Municipal Airport.

4. CPT Operations at the site of the proposed Elementary Glider Training School consist of 15 Army trainees.

RECOMMENDATIONS:

1. That a site located 9 miles West of Denton, TEXAS, at Latitude 33° 13' 15", Longitude 97 °17' 30" be approved for use as a Civil Elementary Training School, provided operations are conducted in accordance with CAR Part 60 "Air Traffic Rules.

2. That a site located near DENTON, TEXAS at Latitude 33° 16', Longitude 97° 08' be approved for use as an Elementary Glider Training School, subject to coordination with existing activities.

* * * * * * * * * * *

B. HAMILTON, TEXAS - GLIDER TRAINING.

Discussion:

The Secretary of the Board presented a request from the Director of Base Services for approval of a site near HAMILTON, TEXAS, for use as an Elementary Glider School by the Gulf Coast Army Air Forces Training Center.

Findings:

The proposed site is located 2½ miles Southwest of HAMILTON, TEXAS at Latitude 31° 42', Longitude 98° 09'.

RECOMMENDATIONS:

That a site located 2½ miles Southwest of HAMILTON, TEXAS, at Latitude 31° 42', Longitude 98° 09' be approved for use as an Elementary Glider School by the Gulf Coast Army Air Forces Training Center.

C. KNOXVILLE, TENNESSEE )
CHATTANOOGA, TENNESSEE ) GLIDER TRAINING.

Discussion:

The Secretary of the Board presented a request from the Director of Base Services for approval of the municipal airports at KNOXVILLE, TENNESSEE and CHATTANOOGA, TENNESSEE, for use by the Southeast Army Air Forces Training Center as Basic Glider Schools.

Findings:

1. The Knoxville Municipal Airport is located 9 miles South of KNOXVILLE, TENNESSEE, at Latitude 35° 49' 30", Longitude 83° 59'.

2. This site is within Green Airway No. 5 on the South leg of the KNOXVILLE Radio Range which is the letdown leg for the KNOXVILLE AIRPORT.

3. CPT Operations at this airport consist of 47 trainees.



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4. The Chattanooga Municipal Airport is located 6 miles East of CHATTANOOGA, TENNESSEE, at Latitude 35° 03', Longitude 85° 12'

5. CPT operations at this airport consist of 40 trainees.

6. Both Knoxville and Chattanooga Municipal Airports are scheduled air carrier airports.

7. It is not believed the operations of powerless gliders can be coordinated with existing types of operations at these airports.

8. In view of the nature of the terrain in the vicinity of these airports, it is not believed practicable to locate suitable outlying or auxiliary fields in the vicinity.

RECOMMENDATIONS:

That the municipal airports at KNOXVILLE, TENNESSEE, and CHATTANOOGA, TENNESSEE, be disapproved for use by the Southeast Army Air Forces Training Center as Basic Glider Schools.

D. WACO, TEXAS - AUXILIARY FIELDS.

Discussion:

The Secretary of the Board presented a request from the Director of Base Services for approval of 2 sites for use as auxiliary fields for the Blackland Army Flying School, WACO, TEXAS.

Findings:

1. The first site known as Auxiliary #3 is located approximately 6 miles Southeast of VALLEY MILLS, within Amber Airway #4 at Latitude 31° 35' 30", Longitude 97° 25' 10".

2. The second site known as Auxiliary #4 is located between Amber Airway #4 and Blue Airway No. 5 at Latitude 31° 50' 05", Longitude 97° 15' 30".

RECOMMENDATIONS:

That the following two sites be approved for use as auxiliary fields for the Blackland Army Flying School, WACO, TEXAS:

Auxiliary #3 Latitude 31° 35' 30", Longitude 97° 25' 10"
Auxiliary #4 " 31° 50' 05", Longitude 97° 15' 30"

E. VICTORIA, TEXAS - AUXILIARY FIELDS

Discussion:

The Secretary of the Board presented a request from the War Department member for approval of four auxiliary fields to serve the Advanced Single Engine Training School at VICTORIA, TEXAS #1 (Foster Field), and VICTORIA TEXAS #2 also known as Aloe Field.

Findings:

1. The proposed sites are describedas follows:

| | | | |
|---|---|---|---|
| Auxiliary #1 | (for Victoria #1) | Latitude 28° 58', | Longitude 96° 52' |
| " #2 | ( " " #1) | " 29° 02', | " 97° 03' |
| " #1 | ( " " #2) | " 28° 50', | " 97° 08' |
| " #2 | ( " " #2) | " 28° 36', | " 97° 22' |



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2. Information available to the Board indicates that VICTORIA, TEXAS #2, known as Aloe Field, is also being used for Single Engine Training.

RECOMMENDATIONS:

That the following describe sites be approved as auxiliary fields to serve the Advanced Single Engine Training School at VICTORIA, TEXAS #1 (Foster Field); and VICTORIA, TEXAS #2, also known as Aloe Field.

| | | | |
|---|---|---|---|
| For Victoria #1 | Auxiliary #1 | Latitude 28° 58', | Longitude 96° 52' |
| For Victoria #1 | " #2 | " 29° 02', | Longitude 97° 03' |
| For Victoria #2 | " #1 | " 28° 50', | Longitude 97° 08' |
| For Victoria #2 | " #2 | " 28° 36', | Longitude 97° 22' |

F. ARTESIA, NEW MEXICO - GLIDER TRAINING

Discussion:

The Secretary of the Board presented a request from the Director of Base Services for approval of an area in the vicinity of ARTESIA, NEW MEXICO for use as a glider site with four auxiliary fields within the area by the West Coast Air Force Training Center.

Findings:

1. The proposed area is located between Latitude 32° 44', and Latitude 33° 00'; between Longitude 103° 51' and Longitude 104° 22'.

2. This site overlaps the Roswell Bombing Range to the left and is within an area cleared for use of operations by Continental Airlines.

3. At Meeting No. 142-143, August 25-26, 1942, the Artesia Airport was approved for improvement by the CAA and assignment.

RECOMMENDATIONS:

That the area located between Latitude 32° 44' and Latitude 33° 00'; between Longitude 103° 51' and Longitude 104° 22' be disapproved for use a glider site.

G. HEREFORD, ARIZONA - GROUND AIR SUPPORT BASE

Discussion:

The Secretary of the Board presented a request from the Director of Base Services for approval of a site for use as a Ground Air Support Base.

Findings:

1. The proposed site is located 1½ miles West-Southwest of HEREFORD, ARIZONA, 18 miles Southeast of FT. HUACHUCA at Latitude 31° 25', Longitude 110° 09'.

2. This site replaces the Ft. Huachuca Airfield located at Latitude 31° 33', Longitude 110° 19' which was cleared by the IATCB in Meeting No. 82 May 15, 1942.

3. At Meeting No. 142-143, August 25-26, 1942, the IACTB recommended approval of the site described in 1. above, for use by the Second Air Force.





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RECOMMENDATIONS:

1. That a site located 1½ miles West-Southwest of HEREFORD, ARIZONA AT Latitude 31° 25', Longitude 110° 09' be Approved for use as a Ground Air Support Base subject to coordination with existing activities.

2. That the approval given in Meeting No. 82 for the Ft. Huachuca Airfield, located at Latitude 31° 33', Longitude 110° 19' be rescinded.

---

H. OLNEY, TEXAS - GLIDER TRAINING.

Discussion:

The Secretary of the Board presented a request from the War Department member for approval of a site in the vicinity of OLNEY, TEXAS for glider training.

Findings:

The proposed site is located at Latitude 33° 21', Longitude 98° 48' within Blue Airway No. 9

RECOMMENDATIONS:

That a site located in the vicinity of OLNEY, TEXAS at Latitude 33° 21', Longitude 98° 48' be approved for glider training provide activities are conducted in accordance with Civil Air Regulations, Part 60 (Air Traffic Rules).

---

I. CADIZ, CALIFORNIA - GROUND AIR SUPPORT BASE.

Discussion:

The Secretary of the Board presented a request from the Director of Base Services for approval of a site in the vicinity of CADIZ, CALIFORNIA for use as a Ground Air Support Command Base.

Findings:

The proposed site is located approximately 3 miles North-Northwest of CADIZ, CALIFORNIA, ½ miles South of CHAMBLESS, CALIFORNIA, 15 miles South of Green Airway No. 4 at Latitude 34° 33', Longitude 115° 32'.

RECOMMENDATIONS:

That a site located 3 miles North-Northwest of CADIZ, CALIFORNIA at Latitude 34° 33', Longitude 115° 32' be approved for use as a Ground Air Support Command Base.

---

J. DONALDSONVILLE, LOUISIANA- FIGHTER COMMAND STATION.

Discussion:

The Secretary of the Board presented a request from the Director of Base Services for approval of a site in the vicinity of DONALDSONVILLE, LOUISIANA for use by the Third Air Force as a Fighter Command Station.





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Findings:

1. The proposed site is located within Green Airway No. 6, 3½ miles East-Northeast of DONALDSONVILLE, LOUISIANA, 2 miles Southwest of BURNSIDE at Latitude 30° 7', Longitude 90° 56'.

2. This site is included in a list of 30 stations approved by A-4 for the Fighter Command stations.

RECOMMENDATIONS:

That a site located 3½ miles East-Northeast of DONALDSONVILLE, LOUISIANA at Latitude 30° 07', Longitude 90° 56' be approved for use by the Third Air Force as a Fighter Command Station, provided activities are conducted in accordance with CAR, Part 60 (Air Traffic Rules).

---

2. RADIO RANGE STATION: LAWRENCEVILLE, ILLINOIS.

Discussion:

The Secretary of the Board presented a request from the Corps of Engineers for approval of a Radio Range Station site for Lawrenceville Army Flying School, LAWRENCEVILLE, ILLINOIS.

Findings:

1. The proposed site is located 3 miles West of the West edge of the Lawrenceville Advanced Twin Engine Training School at Latitude 38° 46' 30", Longitude 87° 41' 30".

2. The four towers to be erected at subject site will be 90 feet high and due west of the East-West runway.

3. VINCENNES, INDIANA was approved by the IATCB in Meeting No. 64 for Advanced Twin Engine Training. The center of the airport is at Latitude 38° 47', Longitude 87° 37'.

4. Information available to the Board indicates that the actual location of VINCENNES is Northeast of LAWRENCEVILLE, ILLINOIS.

RECOMMENDATIONS:

That a site located 3 miles West of the West edge of the Lawrenceville Advanced Twin Engine Training School at Latitude 38° 46' 30", Longitude 87° 41' 30" be approved for use as a Radio Range Station for the Lawrenceville Army Flying School, LAWRENCEVILLE, ILLINOIS.

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3. DANGER AREAS:

A. KINGMAN, ARIZONA - AERIAL GUNNERY RANGE.

Discussion:

The Secretary of the Board presented a request from the Director of Base Services for approval of an aerial gunnery range for use by the Kingman Aerial Base, KINGMAN, ARIZONA.

Findings:

1. The proposed area is described as follows:

Beginning at the intersection of Green Airway No. 4 and Red Airway No. 15; thence East to U. S. Highway 66; thence Northeast along said highway to the town of ANTARES: thence East in a straight line to the town of CROZIER: thence Northwesterly in a straight line through MUSIC MOUNTAIN to STEVENS SPRING; thence northwesterly in a straight line to POLLYWOG SPRING; thence due West to a Wash feeding RED LAKE; thence Southwesterly along said Wash to the Western edge of RED LAKE: thence along the Western edge of said lake to its



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westernmost point; thence Southwesterly in a straight line towards MOUNT TIPTON, but ending at Red Airway No. 15; thence Southeasterly along the Eastern edge of Red Airway no. 15 to the point of orgin.

2. At Meeting No. 124, the IATCB recommended disapproval of an Aerial gunnery range described as beginning at a point 3 miles southwest of the Town of BERRY at the intersection of U. S. Highway 66 and the Highway to CERBAT MOUNTAINS, thence Northeasterly along U. S. Highway 66 to a point 1 mile Southwest of BERRY, thence from this point 4 miles due East to a point due South of the town of WALAPAI, thence due North to the town of WALAPAI, thence due West to the Highway running from the CERBAT MOUNTAINS to U. S. Highway 66, thence South-Southeasterly along this Highway to the point of origin near KINGMAN, ARIZONA.

3. At Meeting No. 134, the IATCB recommended approval of a ground to ground machine gun firing range in the vicinity of KINGMAN, ARIZONA.

RECOMMENDATIONS:

1. That the following described area be approved as an aerial gunnery range for use by the Kingman Aerial Base, KINGMAN, ARIZONA:

Beginning at the intersection of Green Airway No. 4 and Red Airway No. 15; thence East to U. S. Highway 66; thence Northeast along said highway to the town of ANTARES; thence East in a straight line to the town of CROZIER; thence Northwesterly in a straight line through MUSIC MOUNTAIN to STEVENS SPRING; thence Northwesterly in a straight line to POLLYWOG SPRING; thence due West to a Wash feeding RED LAKE; thence Southwesterly along said Wash to the Western edge of RED LAKE; thence along the Western edge of said lake to its Westernmost point; thence Southwesterly in a straight line towards MOUNT TIPTON, but ending at Red Airway No. 15; thence Southeasterly along the Eastern edge of Red Airway No. 15 to the point of origin.

2. That the above described area be designated a Danger Area, published in "Notices to Airmen" and plotted on Aeronautical Charts.

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B. BIG SPRINGS, TEXAS AND SAN ANGELO, TEXAS:

(1) BOMBING RANGES, - BIG SPRINGS, TEXAS

(2) MOVING LIGHT LINE BETWEEN BIG SPRINGS AND SAN ANGELO, TEXAS

(3) BOMBING TARGETS - SAN ANGELO, TEXAS

(4) AUXILIARY FIELD #4 FOR SAN ANGELO #2

(1) BOMBING RANGES- BIG SPRINGS, TEXAS.

Discussion:

The Secretary of the Board presented a request from the Commanding General, Flying Training Command, FORT WORTH, TEXAS for approval of several targets in an area known as the North range and similar targets in an area known as the Southern Range.



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Findings:

1. At Meeting No. 140, the IATCB recommended approval of the following six target sites for use by the Advance Flying School, BIG SPRINGS, TEXAS and established a Danger Area thereover;

| | Latitude | Longitude |
|---|---|---|
| Site S-4 | 31° 55' | 101° 21' |
| Site S-5 | 31° 44' | 101° 19' |
| Site S-6 | 31° 51' | 101° 15' |
| Site N-4 | 32° 35' 30" | 101° 25' |
| Site N-5 | 32° 40' | 101° 24' |
| Site N-6 | 32° 35' | 101° 36' |

2. The proposed area known as the Southern range is described as follows:

Beginning at Longitude 101° 35', Latitude 32° 03' 30" (a point on the Southern boundary of Green Airway No. 5) generally Eastward along said airway boundary to Longitude 100° 40'; thence Southward to the Town of EDITH; thence West-Southwest to STERLING CITY; thence Southwest to the Southeast corner of the Southern Danger Area serving the MIDLAND School, otherwise described as Longitude 101° 22', Latitude 31° 27'; thence North-Northwesterly along the Eastern boundary of the MIDLAND Danger Area to Green Airway No. 5 and the Point of origin.

3. The proposed area known as the Northern range is described as follows:

Beginning at the intersection of Highway No. 87 (running between Lamesa and Big Springs) and the Northern bounday of Green Airway No. 5 North-Northwestward to Longitude 101° 38' 20", Latitude 32° 46'; thence North to Latitude 33° 00', Longitude 101° 36'; thence due East along Latitude 33° parallel, to Longitude 101° 14'; thence South-Southeast to the Town of DUNN; thence due South to the intersection of the Northern bounday of Green Airway No. 5; thence generally Westward along said boundary to point of origin.

RECOMMENDATIONS:

1. That the following described area, known as the Northern Range, be approved for bombing by the Advanced Flying School, BIG SPRINGS, TEXAS;

Beginning at Longitude 101° 35', Latitude 32° 03' 30" (a point on the Southern boundary of Green Airway No. 5) generally Eastward along said airway boundary to Longitude 100° 40'; thence Southward to the town of EDITH; thence West-Southwest to STERLING CITY; thence Southwest to the Southeast corner of the Southern Danger Area serving the MIDLAND School, otherwise described as Longitude 101° 22' Latitude 31° 27'; thence North-Northwesterly along the Eastern boundary of the MIDLAND Danger Area to Green Airway No. 5 and the point of origin.

NOTE: Target S-4, S-5 and S-6, approved in Meeting No. 140, are within the above described area; targets S-1 and S-3 serving the BIG SPRINGS range are actually within the Danger Area established in Meeting No. 140 for the MIDLAND School and are hereby approved; targets S-7, S-8, S-9, S-10, S-11 are within the area described above and are approved.

2. That the following described area, known as the Southern Range, be approved for bombing by the Advanced Flying School, BIG SPRINGS, TEXAS.

Beginning at the intersection of Highway No. 87 (running between LAMESA and BIG SPRINGS) and the Southern boundary of Green Airway No. 5 North-Northwestward to Longitude 101° 38' 20", Latitude 32° 46'; thence North to Latitude 33° 00', Longitude 101° 36'; thence due East Along Latitude 36° parallel, Longitude 101° 14'; thence South-Southeast to the Town of DUNN; thence due South to the intersection of the Northern boundary of Green Airway No. 5; thence generally Westward along said bounday to point of origin.



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NOTE: This area contains bombing site N-4, N-5, N-6, previously approved at Meeting No. 140 and target sites N-1, N-2, N-3, N-7, N-8, N-9, herewith approved.

3. That the areas described in 1 and 2, above, be designated Danger areas, published in "Notice to Airmen" and plotted on Aeronautical Charts.

---

(2) MOVING LIGHT LINE BETWEEN BIG SPRINGS AND SAN ANGELO, TEXAS.

Discussion:

The Secretary of the Board presented a teletype dispatch from the Commanding General, Army Air Forces Flying Command which reads as follows:

"REFERENCE CONVERSATION A-3 THIS HQS THE REQUESTED MOVEMENT OF THE LIGHT LINE FROM BIG SPRINGS - SAN ANGELO TEXAS TO SWEETWATER - SAN ANGELO TEXAS IS SATISFACTORY TO THIS HQS. IT IS SUGGESTED THAT LIGHT LINE TIE INTO LIGHT 36 EAST OF SWEETWATER."

RECOMMENDATIONS:

1. That the Military airway between SAN ANGELO, TEXAS and BIG SPRINGS, TEXAS be discontinued.

2. That military air traffic between the San Antonio area and Green airway No. 5 be routed directly from SAN ANTONIO to ABILENE.

3. That the CAA be advised as to the disired disposition of the four light beacons now installed and operating between BIG SPRINGS and SAN ANGELO, TEXAS at the request of the War Department.

NOTE: The proposed target sites No. 15 and 16 are located approximately 20 miles East of SAN ANGELO, TEXAS; target site No. 16, located at Latitude 31° 12' 30", Longitude 100° 07', is approximately in a straight line between SAN ANGELO, TEXAS and SAN ANTONIO, TEXAS.

---

(3) BOMBING TARGETS - SAN ANGELO, TEXAS

Discussion:

The Secretary of the Board presented an Army request for clearance of the Northern and Southern grouping of bombing targets to serve the Army School at SAN ANGELO, TEXAS and also an R & R from the Director of Base Services for approval of four target sites for use by the San Angelo Flying School.

Findings:

1. The Northern targets have been disignated as N-1, N-2, N-3, N-4 N-5, N-6, N-7, N-8.

2. The Southern Targets have been disignated as S-1, S-2, S-3, S-4 S-5, S-6, S-7, S-8, S-9, S-11, S-12.

3. A description of the four bombing sites requested by the Director of Base Services is as follows:

| | Latitude | Longitude |
|---|---|---|
| Site #15 | 31° 41' 30" | 101° 00' 30" |
| Site #16 | 31° 12' 30 | 101° 07' |
| Site #17 | 31° 11' 30" | 100° 59' |
| Site #18 | 31° 20' 30" | 101° 03' 30" |



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4. Target Site #17, referred to above, is found to be the same target site as N-7, Target 15 the same as N-1.

5. Target Site #18, referred to above, is found to be the same as Target site N-5, Target 16 the same as N-6.

RECOMMENDATIONS:

1. That the following described area be approved for bombing operations out of SAN ANGELO, TEXAS encompassing both the Northern and Southern bombing targets:

Beginning at STERLING CITY South-Southeastward to CHRISTOVAL; thence East to Longitude 100° 20'; thence due South to Ft. McKAVETT; thence due West to Longitude 101° 30'; thence Northward to the Town of BIG LAKE; thence to a point located 31° 27' 30" and Longitude 101° 21' (the common junction of the Midland and Big Springs bombing ranges) thence northeasterly to point of origin.

2. That the above described area be disignated a Danger Area, published in "Notice to Airmen" and plotted on Aeronautical Charts.

---

(4) AUXILIARY FIELD #4 FOR SAN ANGELO #2.

Discussion:

The Secretary of the Board presented a request from the Director of Base Services for approval of a site to be used as an Auxiliary Field by the San Angelo Army Flying School.

Findings:

1. The proposed site is located 11 miles Southeast of SAN ANGELO, TEXAS at Latitude 31° 25' 25", Longitude 100° 15'.

2. San Angelo #2, located at Latitude 31° 24', Longitude 100° 23' has never been formerly approved by the IATCB.

3. SAN ANGELO, GOODFELLOW FIELD has been carried as a Basic Flying School but has never been formerly approved by the IATCB.

RECOMMENDATIONS:

1. That a site located 11 miles Southeast of SAN ANGELO, TEXAS at Latitude 31° 25' 25", Longitude 100° 15' be approved as an auxiliary field for use by the San Angelo Army Flying School (#2)

2. That San Angelo #2, located at Latitude 31° 24', Longitude 100° 23" be approved for use as a bombardier school.

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Meeting No. 149 September 7, 1942

3. That GOODFELLOW FIELD, SAN ANGELO be approved for use as a Basic Flying School.

J. B. HARTRANFT, JR.,
Major, A. C.,
Secretary

EARL F WARD,
CAA Representative.

GUS LEAZAR,
CAB Representative.

for C. B. LOBER,
Colonel, A. C.,
War Department Representative.

J. B. VOIT,
Lt. Comdr., U.S.N.,
Navy Department Representative.

The above recommendations are within the policies established by the War Aviation Committee and are approved.

DONALD H. CONNOLLY,
Brig. General, U. S. Army,
Military Director of Civil Aviation.
9/15/42



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INTERDEPARTMENTAL AIR
TRAFFIC CONTROL BOARD
WASHINGTON, D. C.

Meeting No. 150 — September 8, 1942

Place: IATCB Room, Army Air Forces Annex No. 1, Washington, D. C.

Time: 1:00 p.m. to 5:00 p.m.

Members Present:

Earl F. Ward, CAA, Presiding
J. B. Voit, Lt. Comdr., USN
Gus Leazar, CAB

Alternates Present:

A. B. McMullen, Lt. Col., AC

Secretary: J. B. Hartranft, Jr., Major, AC

Witnesses Appearing:

E. W. Piltz, CAA
James M. Andrew, Colonel, A.C. (Office, Director of Individual Training)
J. R. Yarrow, CAA
R. H. Drake, CPT-CAA
C. D. Fairchild, Capt., A.C. (Office, Director of Individual Training)
John R. Nash, Capt., A.C. (Buildings & Grounds Division)

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SUBJECTS: Page No.


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b. LAFAYETTE, INDIANA (PURDUE UNIVERSITY)
c. VAN WERT, OHIO
d. FINDLAY, OHIO
e. LIMA, OHIO
f. JACKSON, MICHIGAN
g. TOLEDO, OHIO
h. CINCINNATI, OHIO (LUNKEN AIRPORT)
i. MILWAUKEE, WISCONSIN
j. MADISON, INDIANA
k. SOUTH BEND, INDIANA
l. CLEVELAND, OHIO



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Discussion:

The Secretary of the Board presented a request from the Director of Base Services for approval of use of twelve (12) sites by the Foreign Service Concentration Command.

| SITE | LOCATION | FINDINGS | RECOMMENDATIONS |
|---|---|---|---|
| a. DETROIT, MICHIGAN | Wayne County Airport | 1. In Meeting #86 Standard Range Approach Channels established on all legs of the DETROIT-WAYNE COUNTY Radio Range<br>2. In Meetings #104 and #139 outlying fields and satellite fields approved in vicinity for Navy<br>3. CPT operations 10 Navy elementary trainees | Approved subject to coordination with CPT activities and Navy operations at Grosse Ile. |
| b. LAFAYETTE, INDIANA | Purdue University Field 2.3 miles West of Lafayette. Lat. 40° 25' Long. 86° 56' | 1. CPT operations 41 Elementary, Secondary, and Instructor; also large Navy program<br>2. In center of Red airway No. 14 and Northwest leg of Indianapolis radio range | Disapproved because in center of Red Airway No. 14; within the oncourse signal of the Northwest leg of the Indianapolis radio range; alternate airport for Chicago, Indianapolis and South Bend; and CPT operations. |
| c. VAN WERT, OHIO | Municipal. Lat. 40° 52' Long. 84° 36' | | Approved |
| d. FINDLAY, OHIO | One mile SW of Findlay at Lat. 41° 10', Long. 83° 40' | 1. CPT operations - 10 Army, 10 Navy and 5 instructors<br>2. Within Red Airway No. 27 | 1. Approved subject to coordination with existing activities<br>2. Operations to be conducted in accordance with CAR, Part 60 "Air Traffic Rules" |
| e. LIMA, OHIO | Municipal. Lat. 40° 46' Long. 84° 10' | | Approved |
| f. JACKSON, MICHIGAN | Reynolds Airport Lat. 42° 15' Long. 84° 28' | | Approved |



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| SITE | LOCATION | FINDINGS | RECOMMENDATIONS |
|---|---|---|---|
| g. TOLEDO, OHIO | Municipal. Lat. 41° 33' Long. 83° 29' | 1. In Meeting #86 Standard Range Approach Channels established on all legs of TOLEDO Radio Range<br>2. Within intersection of Green Airway No. 3 and Red Airway No. 28<br>3. CPT operations - 20 Army, 20 Navy, and 9 cross country. | 1. Approved subject to coordination with existing activities.<br>2. Operations to be conducted in accordance with CAR, Part 60 "Air Traffic Rules" |
| h. CINCINNATI, OHIO | Lunken Airport | 1. Approved for Basic and Advanced Training in Meeting No. 63.<br>2. In Meeting No. 86 Standard Range Approach Channels established on all legs of CINCINNATI Radio Range.<br>3. CPT operations - 20 Army, 30 Navy, and 32 instructor and cross country.<br>4. Covington, Kentucky Airport, approved for FSCC in Meeting #142-3 | Approved subject to coordination with existing and other approved activities and operations at Covington, Kentucky, Airport. |
| i. MILWAUKEE, WISCONSIN | | | Approved in Meeting #116 |
| j. MADISON, INDIANA | | | Approved in Meeting #121 |
| k. SOUTH BEND, INDIANA | Bendix Field | | Approved in Meeting #139 |
| l. CLEVELAND, OHIO | | | Approved in Meeting #135. |

* * * * * * * * * *

(2) BEAUMONT, TEXAS - MUNICIPAL AIRPORT - FIGHTER COMMAND EMERGENCY FIELD

Discussion:

The Secretary of the Board presented a request from the Director of Base Services for the approval of the use of the Jefferson County Airport, BEAUMONT, TEXAS, as a Fighter Command Emergency Field by the Third Air Force.

FINDINGS:

1. BEAUMONT, TEXAS, appears on the Third Air Force list of June 23, 1942, and is one of the 30 Fighter Command stations approved by A-4.

2. The site requested is located 6 miles West of BEAUMONT, TEXAS, on U. S. Highway #90 at Latitude 30° 04', Long. 94° 13', near the center of Green Airway Number 6.



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3. The request is not for the new Jefferson County Airport which is located 10 miles Southeast of Beaumont but for the municipal airport located as described in Finding No. 2.

RECOMMENDATIONS:

1. That the Municipal Airport, BEAUMONT, TEXAS, located at Latitude 30° 04', Longitude 94° 13', be approved for the use of the Third Air Force as a Fighter Command Emergency Field.

2. That operations from this field be conducted in accordance with Civil Air Regulations, Part 60 "Air Traffic Rules."

* * * * * * * * *

(3) ALVA, OKLAHOMA - THIRD AIR FORCE OTU SECONDARY AIR BASE

Discussion:

The Secretary of the Board presented a request from the Director of Base Services for the approval of the use of a site at ALVA, OKLAHOMA, by the Third Air Force as an OTU Secondary Air Base.

Findings:

1. The site requested is located one mile Southeast of Alva, 13 miles West of Cherokee, at Latitude 36° 46', Longitude 98° 38', and within the southern boundary of Green Airway #4.

2. Sites at ALVA, OKLAHOMA, were disapproved by the LATCB in Meetings No. 69 and No. 78. The sites disapproved were not the same as that described above.

RECOMMENDATIONS:

1. That the site at ALVA, OKLAHOMA, located at Latitude 36° 46', Longitude 98° 38', be approved for the use of the Third Air Force as an OTU Secondary Air Base.

2. That operations from this field be conducted in accordance with Civil Air Regulations, Part 60 "Air Traffic Rules."

* * * * * * * * *

(4) FORT SILL, OKLAHOMA - AUXILIARY LANDING FIELD

Discussion:

The Secretary of the Board presented a request from the Corps of Engineers for approval of the use of an auxiliary landing field for FORT SILL, OKLAHOMA.

Findings:

The site requested is located at Latitude 34° 37', Longitude 98° 29' FORT SILL, OKLAHOMA.

RECOMMENDATIONS:

That the site located at Latitude 34° 37', Longitude 98° 29', FORT SILL, OKLAHOMA, be approved for use as an auxiliary landing field.

* * * * * * * * * * * *

(5) DENVER, COLORADO - NATIONAL GUARD HANGAR AND MUNICIPAL AIRPORT - MODIFICATION CENTER



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Discussion:

The Secretary of the Board presented a request from the Director of Base Services for the approval of the use of the National Guard Hangar and Municipal Airport, DENVER, COLORADO, as a Modification Center.

Findings:

1. The subject airport is located at Latitude 39° 45' 30", Longitude 104° 53', DENVER, COLORADO.

2. There is already a Modification Center in Denver at Buckley Field.

3. Wright Field Teletype PES-T-1484, dated July 27, 1942, requests that a lease negotiated on behalf of the Air Service Command for the use of the airport and the National Guard Hangar at DENVER, COLORADO, be assigned to the Materiel Command for operations in connection with the Continental Air Lines Modification Center.

RECOMMENDATIONS:

That the National Guard Hangar and Municipal Airport, DENVER, COLORADO, located at Latitude 39° 45' 30", Longitude 104° 53', be approved for use by the Materiel Command as a Modification Center.

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(6) SAGINAW-BAY CITY, MICHIGAN - MIDLAND AIRPORT - COLD WEATHER OTU STATION

Discussion:

The Secretary of the Board presented a request from the Director of Base Services for the approval of the use of the Midland Airport, SAGINAW-BAY CITY, MICHIGAN, by the Third Air Force as a cold weather OTU station, in lieu of Saginaw Airport approved in Meeting No. 78.

Findings:

1. The Midland Airport, SAGINAW-BAY CITY, MICHIGAN, located at Latitude 43° 32', Longitude 84° 06', 2 miles East of Freeland, Michigan and 8 miles Northwest of Saginaw, Michigan, was approved for use by the Third Air Force in Meetings No. 142-3.

2. CPT operations consist of 10 Army Elementary trainees.

RECOMMENDATIONS:

That approval recommended in Meeting No. 78 of the site at Latitude 43° 26', Longitude 83° 52', SAGINAW, MICHIGAN, be withdrawn. (Midland Airport, SAGINAW-BAY CITY, MICHIGAN, approved for Third Air Force in Meeting No. 142-3 for cold weather OTU.

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(7) HIGLEY, ARIZONA - WILLIAMS FIELD - AUXILIARY

Discussion:

The Secretary of the Board presented a request from the Director of Base Services for the approval of the use of Williams Field, Higley, ARIZONA, and 4 auxiliary fields.



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Findings:

1. Williams Field (Main Base), HIGLEY, ARIZONA, located at Latitude 33° 18', Longitude 111° 40', and auxiliary field A-1 located at Latitude 33° 24', Longitude 111° 39', were approved in Meeting No. 137.

2. Auxiliary Field A-2 is located at Latitude 33° 16', Longitude 111° 32'.

3. Auxiliary Field A-3 is located at Latitude 32° 57', Longitude 111° 25'.

4. Auxiliary Field A-4 is located at Latitude 32° 58', Longitude 111° 46'.

RECOMMENDATIONS:

That the following fields be approved for use as auxiliaries to Williams Field, HIGLEY, ARIZONA:

| AUXILIARY FIELD NO. | LATITUDE | LONGITUDE |
|---|---|---|
| A-2 | 33° 16' | 111° 32' |
| A-3 | 32° 57' | 111° 25' |
| A-4 | 32° 58' | 111° 46' |

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B. CIVILIAN PILOT TRAINING
ALVA, OKLAHOMA - STRICKLAND and HONNER FIELD



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Discussion:

The Secretary of the Board presented a verbal request of the CAA membe for the approval of the use of Strickland and Horner Field, ALVA, OKLAHOMA, for CPT operations.

Findings:

1. Strickland and Horner Field ALVA, OKLAHOMA, is located at Latitude 36° 47', Longitude 98° 32'.

2. There is a large CPT program in operation at this site consisting of 110 artillery liaison pilots.

RECOMMENDATIONS:

That Strickland and Horner Field, ALVA, OKLAHOMA, located at Latitude 36° 47', Longitude 98° 32', be approved for CPT operations.

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2. FLIGHT STRIP - LOMITA, CALIFORNIA - FOURTH AIR FORCE DEFENSE STATION

Discussion:

The Secretary of the Board presented a request from the Director of Base Services for the approval of the use of a flight strip at LOMITA, CALIFORNIA, as a Defense Station by the Fourth Air Force.

Findings:

1. The subject site at LOMITA, CALIFORNIA, is located at Latitude 33° 47', Longitude 118° 20', 20 miles Southwest of downtown Los Angeles, on the southern boundary of Green Airway No. 5.

2. This matter was previously submitted to the Board on June 1, 1942 at which time no action was taken but files were noted for future reference.

RECOMMENDATIONS:

That the flight strip at LOMITA, CALIFORNIA, located at Latitude 33° 47', Longitude 118° 20', be approved for use as a Defense Station by the Fourth Air Force.

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3. FEDERAL AIRWAY - TUCSON, ARIZONA TO SAN DIEGO, CALIFORNIA - FOR NAVY FERRYING OPERATIONS

Discussion:

The Secretary of the Board presented a request from the Navy Department member for approval of the establishment of an airway from Tucson, Arizona, to San Diego, California.

Findings:

1. The proposed airway is to be routed from Tucson, Arizona, through Casa Grande, Gila Bend, Yuma, and El Centro, to San Diego.

2. The Civil Aeronautics Administration reports that the radio range station at El Centro has been established and is in operation.

3. The radio range station at Gila Bend has not been installed but the contract has been let and equipment is at present enroute to the site; however it may be several months before the station is in operation.



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4. In Meeting No. 147, the Board approved a site at Yuma, Arizona, for Advanced Single Engine Training School and made the following recommendation:

"That the attendant gunnery range not be placed within an airway running from San Diego, California, through Yuma, Arizona, and Gila Bend, Arizona, to Tucson, Arizona."

5. This route is a principal ferry route for the Navy.

6. The Navy Department's original request to route this airway from San Diego, to Ajo and Tucson, was modified to the present route (via El Centro and Gila Bend) to allow the installation of a bombing range and attendant danger area for the Advanced Single Engine Training School operating out of Yuma.

7. There is now an additional conflicting interest in the area immediately adjacent to the junction point between Green Airway No. 5 and the new Federal Airway near Casa Grande, consisting of certain target sites desired by Williams Field, HIGLEY, ARIZONA. (See Subject: 4A(1) and (2) - DANGER AREAS, PHOENIX-TUCSON AREA, ARIZONA, below for disposition of Williams Field target sites.)

RECOMMENDATIONS:

1. That the proposed airway running from Tucson, Arizona, through Casa Grande, Gila Bend, Yuma, and El Centro, to San Diego, California, be established in accordance with previous Board planning.

2. That contact flights between Gila Bend and Casa Grande, Arizona, be made on the North side of the Southern Pacific Railroad line until January 1, 1943. (1)

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Beginning at the intersection of a high tension line and the east edge of Green Airway #5, approximately 3 miles west of the town of Magma; thence in a straight line northeast to the peak of Superstition Mountain; thence in a straight line southeast to the town of Winkelman; thence along the highway southeasterly to the town of Mammoth; thence southwesterly along the Tucson Road to the eastern edge of Green Airway No. 5; thence northwesterly along said airway to the point of origin.

2. Target sites T-1a, T-8, T-12, T-13, T-14, T-15a, T-16, T-18a, T-17a, T-19a, T-20a, T-23a, and T-24a (requested by Williams Field) and the SILVER-BELL GUNNERY RANGE (requested by activities at Davis-Monthan Field) lie within an area on the West side of Green Airway No. 5 described as follows:

Beginning at a point at Latitude 32° 49', Longitude 112° 19'; thence south in a straight line to Latitude 32° 35'; thence southwest in a straight line to Latitude 32° 13', Longitude 112° 30', thence generally east along the highway to Poco Blanco and Cover Wells; thence southeast along the highway to Cobabi; thence in a straight line to Robles; thence northeast to Green Airway No. 5 at Latitude 32° 11', Longitude 111° 05'; thence northwest in a straight line to Latitude 32° 49', Longitude 111° 41'; thence west along the Southern edge of the new Federal Airway in a straight line to Latitude 32° 49', Longitude 112° 19', the point of origin.

3. The area requested as the Silver Bell Gunnery Range (Davis-Monthan Field) encompasses target sites, T-1a, T-13, T-15a, T-16 and T-18a, requested by Williams Field. The two operations should be coordinated locally.

4. Target sites T-9 and T-11 (requested by Williams Field) are located within a triangular area which lies entirely within the new Federal Airway from San Diego, California, to Tucson, Arizona. (See preceding Subject 3-FEDERAL AIRWAY - TUCSON, ARIZONA TO SAN DIEGO, CALIFORNIA.) This area is described as follows:

Beginning at Heaton at Latitude 33° 05', Longitude 112° 07'; thence southwesterly to Latitude 32° 49', Longitude 112° 19'; thence east in a straight line along the southern boundary of the new Federal Airway from San Diego, California, to Tucson, Arizona, to Latitude 32° 49', Longitude 111° 41'; thence northwesterly to Heaton, the point of origin.

5. Target site T-10 is within the new Federal Airway from San Diego, California, to Tucson, Arizona and is North of the Southern Pacific Railroad, designated for contact flight between Gila Bend and Casa Grande (see Subject 3, Recommendation 2 - this meeting.)

RECOMMENDATIONS:

1. That Target sites T-2, T-3, T-4, T-5, T-6, T-7, T-21, and T-22 requested by Williams Field, HIGLEY, ARIZONA) and the ANTELOPE PEAK BOMBING RANGE (requested by activities at Davis-Monthan Field) lying within the area described below be approved:

Beginning at the intersection of a high tension line and the east-edge of Green Airway No. 5, approximately 3 miles west of the town of Magma; thence in a straight line northeast to the peak of Superstition Mountain; thence in a straight line southeast to the town of Winkelman; thence along the highway southeasterly to the town of Mammoth; thence southwesterly along the Tucson Road to the eastern edge of Green Airway No. 5; thence northwesterly along said airway to the point of origin.



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2. That Target sites T-1a, T-8, T-12, T-13, T-14, T-15a, T-16, T-18a, T-17a, T-19a, T-20a, T-23a, T-24a (requested by Williams Field, HIGLEY, ARIZONA) and the SILVERBELL GUNNERY RANGE (requested by activities at Davis-Monthan Field) lying within the area described below, be approved:

Beginning at a point at Latitude 32° 49', Longitude 112° 19'; thence south in a straight line to Latitude 32° 35'; thence southwest in a straight line to Latitude 32° 13', Longitude 112° 30'; thence generally east along the highway to Poco Blanco and Cover Wells; thence southeast along the highway to Cobabi; thence in a straight line to Robles; thence northeast to Green Airway No. 5 at Latitude 32° 11', Longitude 111° 05'; thence northwest in a straight line to Latitude 32° 49', Longitude 111° 41'; thence west along the southern edge of the new Federal Airway in a straight line to Latitude 32° 49', Longitude 112° 19', the point of origin.

3. That the areas described in Recommendation 1 and 2 above be designated danger areas and published in CAA Weekly "Notices to Airmen" and shown on Coast and Geodetic Survey Aeronautical Charts.

4. That Target sites T-9 and T-11 (requested by Williams Field, HIGLEY, ARIZONA) located within a triangular area described below be temporarily approved for use until January 1, 1943 due to the fact that these sites lie entirely within the new Federal Airway from San Diego, California, to Tucson, Arizona.(1)

Beginning at Heaton at Latitude 33° 05', Longitude 112° 07'; thence southwesterly to Latitude 32° 49', Longitude 112° 19'; thence east in a straight line along the southern boundary of the new Federal Airway from San Diego, California, to Tucson, Arizona, to Latitude 32° 49', Longitude 111° 41'; thence northwesterly to Heaton, the point of origin.

5. That the area described in Recommendation No. 4 above be designated a temporary danger area until January 1, 1943.

6. Target site T-10 (requested by Williams Field) be disapproved because it lies within the new Federal Airway (Tucson-San Diego) and within the area used as a contact route between Gila Bend and Casa Grande and Green Airway #5.(2)

7. That arrangements be made locally to coordinate the use of the above described areas, as there is a conflict of operations between Williams Field, HIGLEY, ARIZONA, and Davis-Monthan Field, TUCSON, ARIZONA.

* * * * * * * * *

(3) YUMA, ARIZONA - AERIAL GUNNERY RANGE - YUMA ARMY FLYING SCHOOL

Discussion:

The Secretary of the Board presented a request from the Director of Base Services for the approval of a Gunnery Range and designation of a danger area in conjunction with training at the Yuma Army Flying School, YUMA, ARIZONA. This is an extension of the area set aside in Meeting No. 147 for the Advanced Single Engine School at Yuma.

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Findings:

1. Four sites identified as Aztec, Steval, Colfred, and Wellton, will be used as Air-to-Ground Ranges. Runways are planned for each site in addition to gunnery targets.

2. Construction is to be so located that firing may be directed to the south, away from U. S. Highway #80 and the Southern Pacific Railroad.

3. The Aztec site is located just within the new Federal Airway from San Diego, California, to Tucson, Arizona. (See preceding Subject 3 - FEDERAL AIRWAY - TUCSON, ARIZONA, TO SAN DIEGO, CALIFORNIA.)

RECOMMENDATIONS:

1. That the target sites identified as Aztec, Steval, Colfred, and Wellton, be approved for the Yuma Army Flying School, YUMA, ARIZONA.

2. That a danger area be established as follows:

Beginning at the town of Sentinel, located at the intersection of the Southern Pacific Railroad at Latitude 32° 52', Longitude 113° 12' 30"; thence generally westward along the meanders of the Southern Pacific Railroad to the town of Ligurta; thence generally westward along Highway 80 to Longitude 114° 30'; thence due south to the U.S.-Mexican Border; thence east southeasterly to Quitobaquito, Mexico; thence due north to 32° 20'; thence due west to Longitude 113° 27'; thence due north to Latitude 32° 46' and thence east-northeasterly to the town of Sentinel, the point of origin.

3. That the above described danger area be published in CAA Weekly "Notices to Airmen" and shown on Coast and Geodetic Survey Aeronautical Charts.

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5. MEMORANDA FOR THE RECORD:

A. GREAT BEND, KANSAS

In Meeting No. 136-A, GREAT BEND, KANSAS, was approved for Heavy Bombardment OTU, 2d Air Force. The location of the site has now been definitely established at Great Bend is as follows: Latitude 38° 21', Longitude 98° 53'; 3 miles West of Great Bend, South side of road leading West from Great Bend, East boundary 2 miles West of intersection of above road and U.S. #50 North. The site is 2 miles square.

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B. BOISE, IDAHO BOMBING RANGE - DANGER AREA.

In Meeting No. 91 the coordinates are incorrectly given for the BOISE, IDAHO, BOMBING RANGE. The center should be correctly located at Latitude 43° 23', Longitude 116° 21'. This bombing range was described as 16 miles square but should be described as 16 square miles since it is approximately 4 miles by 4 miles. It was also described as 8 miles southwest of Red Airway No. 1 which is incorrect since the nearest point of the bombing area is about one-half mile from the airway.

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C. FEDERAL AIRWAYS - BLUE AIRWAY NO. 9

In Meeting No. 100, Subject 1, Recommendation No. 1 reads as follows:

"1. That the CAA be requested to abolish Blue Airway No. 9 between Boonville and Columbia, Missouri, for the duration of the war."

The recommendation should be amended to read as follows:



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"1. That the CAA be requested to abolish Blue Airway No. 9 between Kirksville and Columbia, Missouri for the duration of the war."

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D. McMINNVILLE, TENNESSEE - DANGER AREA.

In Meeting 102, Subject 1-B, a danger area was established at McMinnville, Tennessee. The northern corner of the Danger Area is given as Latitude 35° 20', Longitude 85° 32' 30". The northern corner boundary should be changed to read: Latitude 35° 40', Longitude 85° 32' 30".

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F. IMMOKALEE, FLORIDA

In Meeting No. 116, IMMOKALEE, FLORIDA, was approved by the Board for Heavy Bombardment OTU. The correct location of the proposed site is given in the Findings but the latitude and longitude given in the Recommendations are incorrect. The Recommendations should be amended to read "Latitude 26° 25', Longitude 81° 24'.

* * * * * * * *

G. DYERSBURG, TENNESSEE - CIVIL AIRPORT

In Meeting No. 122, Subject 2-A-4, the Dyersburg, Tennessee Civil Airport was approved for use by the Foreign Service Concentration Command. The Recommendations should be amended to read "That the use of the Dyersburg Hall airport" at Dyersburg be approved . . . .

* * * * * * * *

H. NURSERY, TEXAS - AUXILIARY FIELD NO. 4

In Meeting 135, dated August 13, 1942, Nursery, Texas, was approved as Auxiliary Field No. 4 for Foster Field which was referred to as Victoria No. 2 and should have been Victoria No. 1, Foster Field, Texas.

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H. TULLAHOMA, TENNESSEE - ARTILLERY, MORTAR AND SMALL ARMS RANGES

In Meeting No. 137, subject 3B, it was recommended:

"That an area defined as bounded on the North by Latitude 35° 23', on the West by Longitude 86° 17' 40", on the South by Latitude 35° 21', and on the East by Longitude 86° 14', be designated a danger area for use as an artillery range by the Army Air Base at Tullahoma, Tennessee."

This should be corrected to show the designation of a danger area for use as a mortar range instead of an artillery range.

* * * * *

I. TUCUMCARI, NEW MEXICO - 3 AUXILIARY FIELDS

In Meeting No. 139, three auxiliary fields for Tucumcari Airport, TUCUMCARI, NEW MEXICO, were approved for Glider Training activities. The location for Auxiliary fields No. 1 and No. 3 were given in a telegram from the Commanding General, Flying Training Command by range and section. Location by Latitude and Longitude follows:

| | Latitude | Longitude |
|---|---|---|
| Auxiliary Field No. 1 | 35° 12' | 103° 30' |
| " " No. 3 | 35° 09' | 103° 38' |

The exact location of Auxiliary Field No. 2 was not given.

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J. SECOND AIR FORCE SITES

In Meeting No. 136-A a number of sites were approved for the Second Force. The following is correct location data for these sites:

| SITE | LOCATION Latitude | Longitude | |
|---|---|---|---|
| McCook, Nebraska | 40° 19' | 100° 41' | 8 miles N/NW of McCook |
| Kearney, Nebraska | 40° 43' | 99° 03' | 2 miles NE of Kearney |
| Harvard, Nebraska | 40° 38' | 98° 05' | 2 miles N of Harvard |
| Fairmont, Nebraska | 40° 35' | 97° 35' | 2 miles S of Fairmont |
| Topeka, Kansas | 38° 57' | 95° 41' | 7 miles S of Topeka |
| Herington, Kansas | 38° 41' | 96° 50' | 8 miles E of Herington<br>2 miles N of Delavan |
| Grand Island, Nebraska | 40° 57' | 98° 20' | Municipal. 2 miles NE of Grand Island |
| Rapid City, South Dakota | 44° 09' | 103° 06' | Municipal. 9½ miles NE of Rapid City |
| Madras, Oregon | 44° 40' | 121° 10' | Jefferson County Airport. 2 miles N. of Madras |



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| SITE | LOCATION Latitude | Longitude | |
|---|---|---|---|
| Salina, Kansas | 38° 46' | 97° 39' | 3 miles SW of Salina |
| Sioux City, Iowa | 42° 25' | 96° 23' | Municipal |
| Hays-Walker, Kansas | 38° 53' | 99° 04' | 1½ miles N/NW of Walker. |

* * * * * * * *

J. B. HARTRANFT, JR.,
Major, A. C.
9/11/42

EARL F. WARD
CAA Representative

J. B. VOIT,
Lt. Comdr., USN
Navy Department Representative

C. B. LOBER,
Colonel, A.C.
War Department Representative

GUS LEAZAR,
CAB Representative

The above recommendations are within the policies established by the War Aviation Committee and are approved.

DONALD H. CONNOLLY
Brig. General, U. S. Army,
Military Director of Civil Aviation
9/15/42



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INTERDEPARTMENTAL
AIR TRAFFIC CONTROL BOARD
Washington, D. C.

September 9, 1942

Meeting No. 151

Time: 1:00 P.M. to 5:00 P.M.

Place: IATCB Room, Army Air Forces Annex #1, Washington, D. C.

Members Present:

J. B. Veit, Lt. Comdr., U.S.N.
Gus Lonzar, CAB

Alternates Present:

A. B. McMullen, Lt. Colonel, A.C.
John L. Huber, CAA

Secretary:

J. B. Hartranft, Jr., Major, AC

Witnesses Appearing:

Grady Cooper, Capt., A.C., Southeast Training Command
John R. Nash, Capt., A.C., Buildings and Grounds
E. W. Piltz, CAA
R. H. Drake, CPT-CAA
J. R. Yarrow, CAA

SUBJECTS:

1. AIRPORTS:

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B. VINCENNES, INDIANA - O'NEAL FIELD..... 2
C. FLYING TRAINING COMMAND: ..... 2

ALABAMA : AUBURN, DOTHAN, SELMA, DEMOPOLIS, MUSCLE SHOALS
FLORIDA : MARIANNA
GEORGIA : ADEL, MOULTRIE, BAINBRIDGE
INDIANA : BOWLING GREEN, PADUCAH
MISSISSIPPI : ABERDEEN, GREENVILLE, GREENWOOD, JACKSON
SOUTH CAROLINA: GREENVILLE
TEXAS : ARLINGTON

2. FLIGHT TRAINING AREA - ATLANTA, GEORGIA
ARMY FLYING SCHOOL - ATHENS, GEORGIA..... 5

3. DANGER AREAS:

A. CAMP DAVIS, NORTH CAROLINA - SMALL ARMS, ANTIAIRCRAFT & ARTILLERY TRAINING..... 5
B. FORT EUSTIS, VIRGINIA - ANTIAIRCRAFT GUNNERY RANGE..... 6
C. PUEBLO, COLORADO - SMALL ARMS RANGE - ARMY AIR BASE..... 7
D. CAMP ATTERBURY, INDIANA - ARTILLERY FIRING RANGE..... 7
E. MILLVILLE, NEW JERSEY - GROUND GUNNERY RANGE..... 8

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1. AIRPORTS:

A. DANVILLE, VIRGINIA - BASIC GLIDER TRAINING.

Discussion:

The Secretary of the Board presented a request from the Southeast Training Command G-3 Section, submitted to the War Department Member of the IaTCB by telephone, for approval of a site in the vicinity of DANVILLE, VIRGINIA for basic glider training.

Findings:

1. The proposed site is located at Latitude 36° 34', Longitude 79° 20'.

2. CPT operations at DANVILLE, VIRGINIA consist of 10 instructors.

3. Two and three place gliders will be towed by BT-13 aircraft at the proposed site between the hours of 6 and 23 o'clock.; there will be a total of 18 aircraft and 25 to 30 gliders based at this site.

RECOMMENDATIONS:

That a site located in the vicinity of DANVILLE, VIRGINIA at Latitude 36 34', Longitude 79 20' be approved for basic glider training subject to coordination with existing CPT activities.

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B. VINCENNES, INDIANA - O'NEAL FIELD.

Discussion:

The Secretary of the Board presented a request from the Project Officer, Lawrence Army Flying School, LAWRENCEVILLE, ILL., for approval to suspend the operations of the Navy CPT Program at the O'NEAL FIELD, VINCENNES, INDIANA.

Findings:

1. O'Neal Airport is located 3/4 miles Northwest of VINCENNES, INDIANA at Latitude 38° 41, Longitude 87° 31'.

2. This airport is located more than six miles from the Advanced Twin Engine Training School at LAWRENCEVILLE, ILLINOIS. (VINCENNES, INDIANA)

3. At Meeting No. 115, the IaTCB recommended approval of an auxiliary field 10 miles South of LAWRENCEVILLE, ILLINOIS to serve the Advanced Twin Engine School; at Meeting No. 124 the new St. Thomas Church site, located 6 miles South of VINCENNES, INDIANA was approved as an auxiliary landing field for the Advanced Twin Engine School.

4. No information or data has been submitted to the IaTCB which would justify the discontinuance of flying at the O'NEAL FIELD.

RECOMMENDATIONS:

That the request for the suspension of operations of the Navy CPT Training Program at the O'NEAL FIELD, VINCENNES, INDIANA be disapproved.

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Meeting No. 151 — September 9, 1942

C. FLYING TRAINING COMMAND

Discussion:

The Secretary of the Board presented a request from A-3, Assistant Chief of Air Staff, for approval of the following sites for use by the Flying Training Command:

| SITE | LOCATION | HISTORY | OTHER ACTIVITIES | RECOMMENDATIONS |
|---|---|---|---|---|
| ALABAMA: Auburn Municipal - aux. field for TUSKEGEE & cross country for ALBANY. | Lat. 32° 37' Long. 85° 26'. | | CPT - 61 trainees. | Approved subject to coordination with existing CPT activities. |
| Dothan Municipal - aux. field for NAPIER FIELD. | 2 miles w. Lat. 31° 14', Long. 85 26' | | | Approved |
| Selma new municipal - aux. to CRAIG FIELD. | Lat. 32° 27'. Long. 86° 56 | | | Approved |
| Demopolis Municipal - aux. for SELMA, ALA. | Lat. 32° 27' Long. 87° 56' | Approved at meeting No. 138 for 3rd Air Force | | No action required. |
| Muscle Shoals Municipal - aux. to Courtland Army Air Base | Lat. 34° 44' Long. 87° 36' | Approved at Meeting No. 63 for an Army Basic School; released for assignment at Meeting No.110 | CPT 10 trainees | Approved subject to coordination with existing CPT activities. |
| FLORIDA: Marianna old municipal | Lat. 30° 45' Long. 85° 16 | | | Approved |
| GEORGIA: Adel Municipal Aux. to MOULTRIE, GA. | 2 miles NW of ADEL. | | | Approved |
| Moultrie new municipal -AUX. to SPENCE FIELD. | 4 miles S. of MOULTRIE. | | | Approved |
| Bainbridge Municipal. | Lat. 30° 55' Long. 84° 37' | Approved at Meeting No. 63 for for 3d AF OTU Aux. Fields 1 to 6 approved at Meeting No. 126 | | Approved subject to coordination with existing or previously approved activities |



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| SITE | LOCATION | HISTORY | OTHER ACTIVITIES | RECOMMENDATIONS |
|---|---|---|---|---|
| INDIANA: | | | | |
| Evansville Municipal for night cross country from BLYTHEVILLE | Lat. 38° 02' Long. 87° 32' | Approved at Meeting No. 59 for Republic Aircraft Building. | | Approved subject to coordination with existing activities. |
| KENTUCKY: Bowling Green New Municipal - base for Elementary Flying School. | Lat. 36° 57' Long. 86° 25' | Approved at Meeting No. 63 for Army Basic & Advanced Training (NOTE: this site has never been used) | | Approved. |
| Paducah Municipal - cross country for MALDEN, MO. and BLYTHEVILLE, ARK. | Lat. 37° 05' Long. 88° 40' | Approved at Meeting No. 63 for AAF Basic & Advanced Training Area. | | Approved subject to coordination with existing activities. |
| MISSISSIPPI: Aberdeen - Stinson Airport | Lat. 33° 51' Long. 88° 35' | Approved at Meeting No. 63 for AAF Basic & Advanced Training Area. | | Approved subject to coordination with existing activities. |
| Greenville Municipal - Aux. to Greenville Army Flying School. | Lat. 33° 23' Long. 91° | At meeting No. 137 the main base for Greenville Army Flying School and 2 auxiliary fields were approved. | | Approved |
| Greenwood Municipal - aux. to Greenwood Basic Flying School. | Lat. 33° 30' Long. 90° 11' | At Meeting No. 63 Greenwood, Miss. was approved for Basic & Advanced Training; at Meeting No. 116, 4 aux. fields were approved for this school. | CPT - 40 Army trainees | Approved for use during those hours when not in use by CPT. CPT to reduce hours used to minimum. |
| Jackson - Hinds County Airport - aux. to Jackson Air Base. | 13 miles W of Jackson Air Base. Lat. 32° 26' Long. 90° 25' | Approved at Meeting No. 117. | | |
| SOUTH CAROLINA: Greenville Municipal. | Lat. 34° 51' Long. 82° 20' | Approved at Meeting No. 146 for Basic Glider Training. | | |





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| SITE | LOCATION | HISTORY | OTHER ACTIVITIES | RECOMMENDATIONS |
|---|---|---|---|---|
| TEXAS: Arlington now CAA site (Midway Airport). | Lat. 32° 49' 30", Long. 97° 02'. | | | Approved provided operations are conducted outside of the Navy training area in the vicinity of HENSLEY FIELD & the glider training area NW of FT. WORTH. That no glider activities be conducted from this field. |

2. FLIGHT TRAINING AREA: ATLANTA, GEORGIA
ARMY FLYING SCHOOL: ATHENS, GEORGIA

Discussion:

The Secretary of the Board presented a memorandum, addressed to the Director of Flight, from the Navy Department, Bureau of Aeronautics, submitted through the Navy Member for Board consideration.

Findings:

1. The memorandum, referred to above, dated August 28, 1942, reads as follows:

"1. It is understood that the Army Air Forces have reserved the airport at ATHENS, GEORGIA as a Basic Training Base. It is believed that as yet the Army is making no use of this facility.

"2. The Navy now has a large pre-flight training center at ATHENS and the Army Signal Corps is also operating a school there. It is recommended that no additional training activities be based at ATHENS and that the Army reservation for ATHENS airport be cancelled for the reason that the facilities of the city of ATHENS are already overtaxed.

"3. It is requested that an operating area Southeast of NRAB, ATLANTA, be reserved for the Instrument Flight Instructors School. This area would be bounded on the West by Green Airway No. 6, on the North by Red Airway No. 10, on the South by Amber Airway No. 6, and on the East by a circle of 75 miles radius from NRAB, ATLANTA. It is intended to install a YA radio range in this area."

2. The following memorandum, August 31, 1942 was received from Maj. C. F. Cornish, MDCA.

"Capt. LaRoche, (A-3), advises that while they will agree to discouraging AAF activities going into ATHENS, future needs may make the use of this site necessary. Also advised that A-3 agrees to Navy area for Instrument Flight Instructors School at ATLANTA, as requested, provided that it does not cause an undue restriction to AAF flight activities already existant in that general area."

3. At Meeting No. 63, April 3, 1942, ATHENS, GEORGIA was approved for AAF Basic and Advanced Training.

4. CPT operations at ATHENS, GEORGIA consist of 61 trainees.





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RECOMMENDATIONS:

1. That the establishment of an Army Flying School at ATHENS, GEORGIA be deferred as long as possible.

2. That the Instrument flight training area described below be approved for Navy use:

Bounded on the West by Green Airway No. 6, on the North by Red Airway No. 10, on the South by Amber Airway No. 6, and on the East by a circle of 75 miles radius from NRAB, ATLANTA, GEORGIA.

* * * *

3. DANGER AREAS:

A. CAMP DAVIS, NORTH CAROLINA - SMALL ARMS, ANTIAIRCRAFT & ARTILLERY TRAINING.

Discussion

The Secretary of the Board presented a request from the Corps of Engineers for approval of an artillery range at CAMP DAVIS, NORTH CAROLINA.

Findings:

1. The proposed site is described as included within a 90° arc eight miles in radius extending to the westward and 45° North and 45° South of Latitude 34° 32' 30" with the apex at Latitude 34° 32' 30" Longitude 77° 36'.

2. This site is located approximately 3 miles Northwest of CAMP DAVIS, NORTH CAROLINA.

3. Artillery fire will be conducted up to approximately 18,000 feet.

4. The proposed artillery range is partially within a Danger Area previously approved for Marine Corps activities and carried in Weekly Notices to Airmen.

RECOMMENDATIONS:

1. That, provided this activity is acceptable to the Marine Corps authorities at New River, N. C., an area described as included within a 90° arc eight miles in radius extending to the westward and 45° North and 45° South of Latitude 34° 32' 30" with the apex at Latitude 34° 32' 30" and Longitude 77° 36' be approved for artillery firing at CAMP DAVIS, NORTH CAROLINA.

2. That the existing Danger Area be enlarged to include that portion of the firing range that lies outside.

3. That the addition to the existing Danger Area be published in Notices to Airmen and plotted on Aeronautical Charts.

B. FORT EUSTIS, VIRGINIA - ANTIAIRCRAFT GUNNERY RANGE.

Discussion:

The Secretary of the Board presented a request from Commanding General, Antiaircraft Replacement Training Center, FORT EUSTIS, VIRGINIA, submitted through the War Department member, for approval of two Antiaircraft Gunnery Ranges for FORT EUSTIS, VIRGINIA.

Findings:

1. The first proposed firing range (which is already in use) over the CHESAPEAKE BAY East of FOX HILL overlaps 2 existing Danger Areas. This firing range is crossed by the East leg of the LANGLEY FIELD Radio Range and its Southeast extremity is within 1 mile of the Northeast leg of the NORFOLK Radio Range.



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2. The second proposed antiaircraft range, over the JAMES RIVER West of LEE HALL, VIRGINIA, overlaps an existing Danger Area which has been established over an aerial gunnery and bombing range West of DENBIGH. The West leg of the LANGLEY FIELD Radio Range crosses the Southern portion of this proposed antiaircraft range. The Northwest leg of the NORFOLK Radio Range crosses the Southern portion of this proposed antiaircraft range and the Southwestern extremity of the proposed range is within 2 miles of the center of the Southeast leg of the RICHMOND Radio Range.

3. The second proposed range is approximately in the center of Green Airway No. 6.

4. All Military and civil air traffic between NORFOLK and WASHINGTON is now routed via RICHMOND and Green Airway No. 6.

RECOMMENDATIONS:

1. That the proposed antiaircraft firing range over the CHESAPEAKE BAY East of FOX HILL, VIRGINIA, described as that portion of a circle of 12 mile radius (center Latitude 37° 04' 20" N, Longitude 76° 17' 15" W) included between T 25° and T 105° and a line between Latitude 37° 04' N, Longitude 76° 16' 15" W, and Latitude 37° 05' N, Longitude 76° 17' W., be conditionally approved subject to coordination with bombing and aerial gunnery activities already taking place in the CHESAPEAKE BAY area.

2. That with the establishment of the proposed LANGLEY FIELD - REHOBOTH BEACH - MITCHEL FIELD military airway, firing be discontinued on such portion of this range as may create a hazard to air traffic on this airway.

3. That, due to their location within a heavily traveled Federal Airway, the approval of the proposed ranges over the JAMES RIVER Southwest of LEE HALL, the Southern area being described as that portion of a circle of 5.3 mile radius (center Latitude 37° 08' 7" N, Longitude 76° 37' 20" W) between T 129° 30' (Latitude 37° 08' 15" N, Longitude 76° 36' 50" N) and T 197° (Latitude 37° 08' N, Longitude 76° 37' 45" W), and a line between Latitude 37° 08' 15" N, Longitude 76° 36' 50" W, and Latitude 37° 08 N, Longitude 76° 37' 45"; the Northern Area being described as that area generally located between Latitude 37° 8' N on the south, and a line between Hog Point and Latitude 37° 14' N, Longitude 76° 39' 30", on the North, and the shore line of the James River on the East and West, be deferred pending further study by the LATCB.

4. That a Danger Area be established over that portion of the range approved in Recommendation 1, above, which is not already included in existing danger areas, published in Notices to Airmen and plotted on Aeronautical Charts.

C. PUEBLO, COLORADO - SMALL ARMS RANGE - ARMY AIR BASE.

Discussion:

The Secretary of the Board presented a request from the Director of Base Services for approval of a gunnery range located immediately West of the PUEBLO Army Air Base for use as a Skeet, Rifle and Pistol Range.

Findings:

1. The proposed gunnery range which is within the Eastern boundary of Amber Airway No. 3 is described as follows:

> Southeast corner at Railroad Right of Way and Longitude 104° 31' 15"; thence West along Railroad Right of Way 5,228 feet; thence approximately North 4,867.2 feet; thence approximately East 5,156 feet; thence approximately South to point of origin.





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2. The PUEBLO Army Air Base, described below, is now under construction but has never been formally cleared by the LATCB:

> Latitude 38° 17', Longitude 104° 30', six miles East of PUEBLO, North of Railroad, within Eastern boundary of Amber Airway No. 3.

RECOMMENDATIONS:

1. That operations at the PUEBLO Army Air Base, PUEBLO, COLORADO, located at Latitude 38° 18', Longitude 104° 30', be approved.

2. That the following described gunnery range be approved for use as a Skeet, Rifle and Pistol Range:

> Southeast corner at Railroad Right of Way and Longitude 104° 31' 15"; thence West along Railroad Right of Way 5,228 feet; thence approximately North 4,867.2 feet; thence approximately East 5,156 feet; thence approximately South to point of origin.

3. That no Danger Area be established over the above described range but that an observer be placed at the range at all times during firing with facilities for controlling firing on the range when aircraft are approaching or flying over the range.

---

D. CAMP ATTERBURY, INDIANA - ARTILLERY FIRING RANGE.

Discussion:

The Secretary of the Board presented a request from the Commanding General, Headquarters Fifth Service Command, submitted through the War Department member for approval of an artillery firing range at CAMP ATTERBURY, INDIANA.

Findings:

1. The proposed site is described as follows:

> Beginning at the town of AMITY on U.S. Highway No. 31; thence West to the town of TRAFALGAR; thence South to the town of PEOGA: thence Southerly to the town of TAGGART; thence due South to State highway #46; thence Southerly on said highway to a point South of the fork in U. S. Highway No. 31; thence due North to said highway; thence Northerly along said highway to the town of AMITY and the point of origin.

2. The entire Danger Area is completely within Red Airway No. 14; the Southwest edge of the impact area is within a mile of the Southeast leg of the INDIANAPOLIS Radio Range.

3. The Corps of Engineers advises that the construction permit was granted on August 15, 1942 for the present construction; the cantonment site is completed and the target ranges are fifty percent complete as of this date.

4. This project has never been formerly approved by the LATCB.

5. The LATCB has been informally advised that the range and the impact areas may be extended Westward to approximately 2½ miles; if this were done, light beacon No. 8 on Red Airway No. 14 would be within the firing area.

RECOMMENDATIONS:

That the following described area, proposed for use as an artillery firing range at CAMP ATTERBURY, INDIANA, be disapproved:



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Beginning at the town of AMITY on U. S. Highway No. 31; thence West to the town of TRAFALGAR; thence South to the town of PEOGA; thence Southerly to the town of TAGGART; thence due South to State Highway #46; thence Southerly on said highway to a point South of the fork in U. S. Highway No. 31; thence due North to said highway; thence Northerly along said highway to the town of AMITY and the point of origin.

---

E. MILLVILLE, NEW JERSEY - GROUND GUNNERY RANGE.

Discussion:

The Secretary of the Board presented a request from the Director of Base Services for approval of a Ground Gunnery Range at MILLVILLE, NEW JERSEY. This range will be in lieu of the one previously approved at Meeting No. 87, May 22, 1942.

Findings:

The proposed site is described as follows:

Beginning at the intersection of state highway #47 and the TUCKAHOE RIVER; thence Northeast along the meanders of said river to its intersection with State Road #28; thence Southwesterly along said road to its intersection with the MENANTICO CREEK; thence Southwesterly along the meanders of said creek to its intersection with State Highway #47; thence Southeasterly along said highway to the point of origin.

RECOMMENDATIONS:

That the following described site be approved for use as a Ground Gunnery Range at MILLVILLE, NEW JERSEY:

Beginning at the intersection of state highway #47 and the TUCKAHOE RIVER; thence Northeast along the meanders of said river to its intersection with State Road #28; thence Southwesterly along said road to its intersection with the MENANTICO CREEK; thence Southwesterly along the meanders of said creek to its intersection with State Highway #47; thence Southeasterly along said highway to the point of origin.

* * *

J. B. Hartranft, Jr.
J. B. HARTRANFT, Jr.,
Major, A.C.,
Secretary. 9/16/42

Earl F. Ward
EARL F. WARD
CAA Representative.

Gus Leazar
GUS LEAZAR,
CAB Representative.

C. B. Lober
C. B. LOBER,
Colonel, A. C.,
War Department Representative

J. B. Voit
J. B. VOIT
Lt. Comdr., U. S. N.,
Navy Representative.

The above recommendations are within the policies established by the War Aviation Committee and are approved.

FOR THE WAR AVIATION COMMITTEE:

James P. Newman
(JAMES P. NEWMAN, Jr.
Colonel, Air Corps
Executive 3 - 3498



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INTERDEPARTMENTAL
AIR TRAFFIC CONTROL BOARD

Meeting No. 152 — September 10, 1942

Place: IATCB Room, Army Air Forces Annex No. 1, Washington, D. C.

Time: 1:00 p.m. to 5:00 p.m.

Members Present:

J. B. Voit, Lt. Comdr., USN
Gus Leazar, CAB

Alternates Present:

A. B. McMullen, Lt. Col., AC
John L. Huber, CAA

Secretary: J. B. Hartranft, Jr., Major, AC

Witnesses Appearing:

J. R. Nash, Capt., AC, Buildings & Grounds Division
E. G. Cooper, Capt., AC, SEAAFTC, Maxwell Feild, Alabama
Wm. Taylor, Lieut., AC, " " " "
R. H. Drake, CPT-CAA
E. W. Piltz, CAA
J. R. Yarrow, CAA

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SUBJECTS: Page No.


1. AIRPORTS:

A. CIVILIAN PILOT TRAINING

(1) RICHMOND, VIRGINIA - WHERRY FARM SITE ..... 2

B. ARMY

(1) SAN NICHOLAS ISLAND, CALIFORNIA - FOURTH AIR FORCE FIGHTER SQUADRON ..... 4

(2) MISCELLANEOUS SITES FOR SOUTHEAST ARMY AIR FORCES TRAINING CENTER ..... 5

ALABAMA - Eufaula ..... 5
Greenville ..... 5
Clanton ..... 5
Dothan (Napier Field) and Three Auxiliaries ..... 5

ARKANSAS - Beebe (Abington Field) ..... 5
Brinkley ..... 5
Luxora ..... 5

FLORIDA - Defuniak Springs ..... 5
Jasper ..... 5
Blountstown (Municipal) ..... 5
Chipley ..... 6
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Cochran ..... 6
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Columbus (Air Base)..... 8
Columbus (Municipal Airport)..... 8
Oxford..... 8
Tupelo..... 8
Batesville..... 8
Greenville - (Three Auxiliaries)..... 8

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2. MEMORANDA FOR THE RECORD.

A. CORRECTIONS IN MEETING NO. 82

NEW YORK CITY, N. Y.
WILMINGTON, DELAWARE
DURHAM, NORTH CAROLINA
SPARTA, WISCONSIN
AUSTIN, TEXAS
TULLAHOMA, TENNESSEE
SANTA MARIA, CALIFORNIA

B. SHAVERS SUMMIT, CALIFORNIA (GASS)

**********

1. AIRPORTS
A. CIVILIAN PILOT TRAINING
(1) RICHMOND, VIRGINIA - WHERRY FARM SITE

Discussion:

The Secretary of the Board presented a request from the Director of Civil Pilot Training Program for the approval of a site, known as the "Wherry Farm," for CPT operations to replace Richard E. Byrd Airport, which has been taken over by the Army.

Findings:

1. The following two letters from the Richmond Air Transport and Sales Corporation, RICHMOND, VIRGINIA, dated September 8, 1942, were introduced:



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"Interdepartmental Air Traffic Control Board,
Washington, D. C.

"Due to the Army taking over the Byrd Airport, upon which we have operated the Civilian Pilot Training Program, now training Army and Navy enlisted men only, we are forced to secure another site for our training.

We have made a most diligent search and have decided that only one location can be made ready within the time permitted and within a cost that we could bear.

"That Site is marked on a section of an aeronautical chart which is attached. Its geographic location makes it ideal for operation in connection with the University of Richmond which conducts the ground school. Some nearby residents of that area, which is very sparsely settled, have objected and a meeting is being held on Friday, Sept. 11th, of the residents of that area to determine the will of the majority.

"If you will be good enough to give this your early attention so that your decision on our request to operate on this site, if favorable, might be transmitted to us in time for presentation at this meeting, it would be most helpful. Otherwise our training might have to be completely discontinued."

"Mr. W. G. Stewart, Asst. Director, CPT
Washington, D. C.

"This will acknowledge and reply to your letter of the 3rd. Attached you will find an aeronautical chart on which I have designated the site which is proposed for our training operations. This site is known as the "Wherry" farm, is 5.2 miles from the dormitories of the University of Richmond, where our students receive their ground school work, with good paved roads between the University and this site, which are little traveled. The ordinary driving time between the two would be not over ten minutes.

"This particular site was chosen because of the following conditions:

"1. It has one runway of about 3000' on which nothing but minor surface grading need be done. It is well turfed and graded and can be made suitable in two or three days time. The cross runway can be made in either of two lanes, one of which would give 2500' and the other approximately 3000', on both of which very little grading would have to be done. This runway could be made ready in two weeks time.

"2. It has a large barn which at a minor cost could be converted into a very acceptable hanger.

"3. It has other out-buildings which could be converted into shops and storage rooms with practically no changes, and at a very slight cost.

"4. It has a large home already furnished which could be used as a residence for the instructors and as class rooms.

"5. It has a smaller dwelling that might be used as a club room for the students or as a residence for some of the employees.

The total facilities can be rented for $125.00 per month for the duration of the War and we have applied for permission for that length of time only. It is the only place that can be prepared within a short time and at a reasonable cost.



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"A few selfish residents have blocked us and only with the support of the Army, Navy, or some authorized branch of the Government handling Aeronautics can these objections be overcome and a permit granted by the Chesterfield County in which this site is located.

"We urge you to help us and help us quickly. A Meeting will be held on Friday night, the 11th. If you could give approval by that date and write us a letter stating the need of continuing the work we are doing, it would be most helpful."

2. In Meeting No. 131 of the IATCB, the Board recommended the establishment of an Army air base at the Richard E. Byrd Airport, RICHMOND, VIRGINIA.

3. CPT operations at the Wherry Farm site will consist of about 100 Navy trainees and possibly 25 Army trainees.

4. The proposed site is located at Latitude 37° 32', Longitude 77° 36'.

RECOMMENDATIONS:

That the Wherry Farm Site, RICHMOND, VIRGINIA, located at Latitude 37° 32' Longitude 77° 36', be approved for Civil Pilot Training operations.

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B. ARMY

(1) SAN NICHOLAS ISLAND, CALIFORNIA - FOURTH AIR FORCE FIGHTER SQUADRON

Discussion

The Secretary of the Board presented a request from the Director of Base Services for approval of the use of a base on SAN NICHOLAS ISLAND, CALIFORNIA, for one Fighter Squadron of the Fourth Air Force.

Findings:

1. The subject site is located at Latitude 33° 14', Longitude 119° 28'.

2. CAA Airport Directory dated May 1, 1941, indicates that this site is a Naval airfield.

RECOMMENDATIONS:

That the site on SAN NICHOLAS ISLAND, CALIFORNIA, located at Latitude 33° 14', Longitude 119° 28', be approved for use as a base for one Fighter Squadron of the Fourth Air Force, provided satisfactory arragements are made with local Navy authorities and control of the field is vested in the Navy.

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2 MISCELLANEOUS SITES FOR SOUTHEAST ARMY AIR FORCES TRAINING CENTER

Discussion:

The Secretary of the Board presented a request from the Southeast Army Air Forces Training Center for the approval of the use of a number of sites for miscellaneous purposes.

| SITE | LOCATION | FINDINGS | RECOMMENDATIONS |
|---|---|---|---|
| ALABAMA Eufaula (Wedon Field) | Existing Municipal Lat. 31° 57' Long. 85° 08' | 1. To be used for XC* from Macon, Albany & Tuskegee. 2. CPT operations - 20 Navy trainees | Approved, subject to coordination with existing activities. |
| Greenville | CAA Intermediate. Lat. 31° 51' Long. 86° 43' | To be used for XC* from Albany, Maxwell, Dothan & Selma | Approved. |
| Clinton | Lat. 32° 51' Long. 86° 37' | Auxiliary to Maxwell Field. | Approved |
| Dothan (Main Base & 3 Auxiliaries) | Napier Field (main base) Lat. 31° 19' Long. 85° 28' | To be used for Advanced SE Training | Approved |
| | Aux. #1-Rivenbach Lat. 31° 19' Long. 85° 08' | | Approved |
| | Aux. #2-Headland Lat. 31° 19' Long. 85° 19' | | Approved |
| | Aux. #3-Wicksburg Lat. 31° 12' Long. 85° 39' | | approved. |
| ARKANSAS Beebe | Abington Field Lat. 35° 03' 30" Long. 91° 54' | To be used for XC* from Stuttgart, Arkansas | approved |
| Brinkley | Lat. 34° 53' Long. 91° 11' | To be used for XC* from Stuttgart and Blytheville | Approved |
| Luxora | CAA Intermediate | Approved in Meeting #146 | -- |
| FLORIDA DeFuniak Springs | Lat. 30° 43' Long. 86° 09' | To be used for XC* from Dothan, Bainbridge & Marianna | Approved |
| Jasper | Lat 30° 29' Long. 82° 56' CAA Intermediate | To be used for XC* from Albany, Bainbridge, Moultrie & Valdosta | Deferred pending decision on the Army-Navy Florida agreement. |
| Blountstown | Municipal Lat. 30° 27' Long. 85° 03' | Auxiliary to Mariana | Approved |
| Chipley, | Lat. 30° 46' Long. 85° 32' | Auxiliary to Mariana | Approved |

XC* Indicates Cross Country



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| SITE | LOCATION | FINDINGS | RECOMMENDATIONS |
|---|---|---|---|
| FLORIDA | | | |
| Fountain | Lat. 30° 32'<br>Long. 85° 25' | Auxiliary to Mariana | Approved |
| GEORGIA | | | |
| Butler | CAA Intermediate<br>Lat. 32° 34'<br>Long. 84° 15' | To be used for XC* from Albany | Approved |
| Macon (Cochran Field) | CAA Intermediate<br>Lat. 32° 25'<br>Long. 83° 17' | Auxiliary to Albany approved in Meeting No. 131 | --- |
| Jackson | CAA Intermediate<br>Lat. 33° 16'<br>Long. 84° 01' | Auxiliary to Albany | Approved |
| McRae | CAA Intermediate<br>Lat. 32° 03'<br>Long. 82° 52' | Auxiliary to Albany | Approved |
| Siloam | CAA Intermediate<br>Lat. 33° 31'<br>Long. 83° 05' | | Disapproved because in a area previously designated for Navy Use. |
| Greensboro | Lat 33° 31'<br>Long 83° 12' | To be used for XC* from Macon, Augusta, Albany, Marianna, & Moultrie | Ditto |
| Sylvester | Lat. 31° 32'<br>Long. 83° 50' | Auxiliary to Albany | Approved |

XC* Indicates Cross Country



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| SITE | LOCATION | FINDINGS | RECOMMENDATIONS |
|---|---|---|---|
| GEORGIA | | | |
| Valdosta (Moody Field) | Lat. 30° 59' 30" Long. 83° 09' 30" | Main Base & Auxiliaries #2 & #4 approved in Meeting No. 142-3 but coordinates incorrectly indicated for Moody Field. | |
| | Aux. #1- Bemiss Lat. 30° 56' Long. 83° 19' | Advanced Twin Engine Training | Approved |
| | Aux. #3-Lake Park Lat. 30° 40' Long. 83° 10' | Ditto | Approved |
| ILLINOIS | | | |
| DuQuoin | Lat. 38° 01' Long. 89° 16' | 1. Approved for Basic and Advanced trn. in Meeting No. 63. 2. To be used for XC* from Blytheville. | Approved |
| Prairie duRocher | Lat. 38° 05' Long. 90° 05' | To be used for XC* from Blytheville | Approved |
| INDIANA | | | |
| Terre Haute | Lat. 39° 25' Long. 87° 24 | 1. Approved for Basic and Advanced Training in Meeting No. 63. 2. CPT operations - 46 trainees. 3. To be used for XC* from Lawrenceville and Seymour. | Approved subject to coordination with existing activities. |
| Bloomfield | Lat. 39° 01' Long. 86° 57' | To be used for XC* from Lawrenceville & Seymour | Approved |
| Kokomo | Lat. 40° 26' Long. 86° 08' | To be used for XC* from Lawrenceville and Seymour | Disapproved as it is in a Navy training area. |
| KENTUCKY | | | |
| Paducah | Lat. 37° 05' Long. 88° 40' | Approved in Meeting No. 151 for XC* and No. 63 for Basic and Advanced Training | --- |
| LOUISIANA | | | |
| Tallulah | Lat. 32° 25' Long. 91° 09' | To be used for XC* from Jackson Air Base. | Approved |
| MISSOURI | | | |
| Advance | CAA Intermediate Lat. 37° 06' Long. 89° 56' | To be used for XC* from Blytheville | Approved |
| Columbia | Lat 38° 58' Long. 92° 21' | 1. To be used for XC* from Walnut Ridge. 2. CPT Operations - 35 trainees | Approved subject to coordination with existing activities |

XC* Indicates Cross Country





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|---|---|---|---|
| MISSOURI | | | |
| Springfield | Lat. 37° 14'<br>Long. 93° 15' | 1. Previously approved for Basic Training in Meeting No. 64.<br>2. CPT operations - 45 trainees. | |
| MISSISSIPPI | | | |
| Corinth | Lat. 34° 55'<br>Long. 88° 36'<br>CAA Intermediate | To be used for XC* from Blytheville. | Approved (released by Navy for cross country only.) |
| Columbus (Air Base) Army Flying School | Lat. 33° 38'<br>Long. 88° 28 | 1. To be used for Advanced Twin Engine Training.<br>2. Formerly known as Fay Field. | Approved |
| Columbus (Municipal) | Lat. 33° 30'<br>Long. 88° 27' | Auxiliary to air Base at Columbus | Approved |
| Oxford | Lat. 34° 15'<br>Long. 89° 32' | 1. To be used for XC* from Blytheville.<br>2. CPT operations - 20 trainees | Approved subject to Coordination with existing activities. |
| Tupelo | Carroll Cone Municipal.<br>Lat. 34° 15' 30"<br>Long. 89° 32' | 1. Approved in Meeting No. 63 for Army Basic & Advanced Trg.<br>2. To be used for XC* from Blytheville | Approved |
| Batesville | CAA Intermediate<br>Lat. 34° 18'<br>Long. 90° 01' | To be used for XC* from Blytheville | Approved |
| Greenville - (3 Auxiliary Fields) | Bennet Auxiliary<br>Lat. 33° 15'<br>Long. 91° 11' | 1. Auxiliary to Main Base at Greenville. | |
| | Yellow Bayou Auxiliary<br>Lat. 33° 24'<br>Long. 91° 17' | Ditto | Approved |
| | Indianola Auxiliary<br>Lat. 33° 28'<br>Long. 90° 42' | Ditto | Approved |
| TENNESSEE | | | |
| Graham | Lat. 35° 53'<br>Long. 87° 29'<br>CAA Intermediate | To be used for XC* from Blytheville | Approved |
| Jacks Creek | Lat 35° 30'<br>Long. 88° 31' | Ditto | Approved for cross country only as it is in a Navy Area. |
| Whiteville | CAA Intermediate<br>Lat. 35° 21'<br>Long. 89° 10 | To be used for XC* from Courtland | Disapproved because in Navy training area. |
| Smithville | CAA Intermediate<br>Lat. 35° 58'<br>Long. 85° 48' | Ditto | Approved |

XC* Indicates Cross Country



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| SITE | LOCATION | FINDINGS | RECOMMENDATIONS |
|---|---|---|---|
| TENNESSEE | | | |
| Crossville | CAA Intermediate<br>Lat. 35° 57'<br>Long. 85° 05' | To be used for XC* from Courtland | Approved |

**********

2. MEMORANDA FOR THE RECORD:

A. CORRECTIONS TO MEETING NO. 82

The following corrections should be made, as indicated by underlining, under Subject 2 of IATCB Meeting No. 82

| | SITE AND TYPE OF OPERATION | RECOMMENDATIONS |
|---|---|---|
| 1. | NEW YORK CITY, N. Y. (GASB) (Newark Municipal) | That the proposed site located at Latitude 40° 42', Longitude 74° 10' for a Ground Air Support Base be approved. |
| 5. | WILMINGTON, DELAWARE (GASB) | That the proposed site located at Latitude 39° 40', Longitude 75° 36' for a Ground Air Support Base be approved provided operations are coordinated with the Ferry Command. |
| 12. | DURHAM, NORTH CAROLINA (GASB) | That the proposed site located at Latitude 35° 50', Longitude 78° 58' be approved for a Ground Air Support Base |
| 22. | SPARTA, WISCONSIN (GASB) | That the proposed site 27 miles East of Sparta, Latitude 43° 56', Longitude 90° 16', be approved for a Ground Air Support Base. |
| 28. | AUSTIN, TEXAS (GASB) | That the proposed site located at Delvalle Airdrome, Latitude 30° 13', Longitude 97° 40', 5 miles Southeast of AUSTIN, TEXAS Be approved for a Ground Air Support Base |
| 34. | TULLAHOMA, TENNESSEE (GASB) | That the proposed site located at Latitude 35° 23', Longitude 86° 13' be approved for a ground Air Support Base |
| 79. | SANTA MARIA, CALIFORNIA (GASB) | That the Lompoc All-Purpose Army Air Base, 4 miles South of SANTA MARIA, CALIFORNIA at Latitude 34° 53', Longitude 120° 25' be approved for a Ground Air Support Base. |





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B. SHAVERS SUMMIT, CALIFORNIA - GASB

The following site was approved as a Ground Air Suport Base in Meeting No. 82 but was erroneously ommitted from the minutes of that meeting. It should be added to the list of those sites which have the approval of the Board.

| SITE AND TYPE OF OPERATION | LOCATION | RECOMMENDATION |
|---|---|---|
| 80. SUMMIT, CALIFORNIA (GASB) | Shavers Summit Flight Strip Located at Lat. 33 40', Long. 115 44', approximately 19 miles West Southwest of Desert Center. | That the proposed site at SHAVERS SUMMIT, CALIFORNIA Located at Lat. 33 40', Long. 115 44' be approved for a Ground Air Support Base. |

J. B. HARTRANFT, JR.,
Major, Air Corps,
Secretary, IATCB
9/11/42

EARL F. WARD
CAA Representative

C B. LOBER
Colonel, AC
War Department Representative

J. B. VOIT
Lt. Condr., USN
Navy Department Representative

GUS LEAZAR
CAB Representative

The above recommendations are within the policies established by the War Aviation Committee and are approved.

For the WAR AVIATION COMMITTEE:

DONALD H. CONNOLLY
Brig. General, U. S. Army,
Military Director of Civil Aviation
9/15/42



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INTERDEPARTMENTAL
AIR TRAFFIC CONTROL BOARD
WASHINGTON, D. C.

Meeting No. 153 — September 11, 1942

Place: IATCB Room, Army Air Forces Annex No. 1, WASHINGTON, D. C.

Time: 1:00 p.m. to 5:00 p.m.

Members Present:

J. B. Volt, Lt. Comdr., USN
Gus Leazar, CAB

Alternates Present:

A. B. McMullen, Lt. Col., AC
John L. Huber, CAA

Secretary: J. B. Hartranft, Jr., Maj., AC

Witnesses Appearing:

E. W. Piltz, CAA
J. R. Yarrow, CAA
John R. Nash, Capt., AC., Buildings & Grounds
C. L. Eva, Corps of Engineers
W. J. Mackenzie, CAA

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Meeting No. 153 September 11, 1942

1. RADIO ANTENNA TOWERS:

A. ROCHESTER, NEW YORK - BROWN RADIO SERVICE AND LABORATORY.

Discussion:

Mr. Mackenzie, CAA, presented additional information in resubmitting the request from the Brown Radio Service and Laboratory for approval of a site for the construction of a 2 element Directional Antenna Array, previously disapproved at Meeting No. 132, August 10, 1942.

Findings:

1. The ground level at the ROCHESTER Municipal Airport is 550 feet above sea level; the radio range station is 550 feet; the proposed transmitter site of Station WSAY is 492 feet; the maximum height of the proposed towers above sea level is 695 feet; the approved final approach altitude by the CAA over the ROCHESTER Radio Range is 1500 feet or 805 feet above the top of the proposed transmitter tower.

2. The proposed site for the towers is located at Latitude 43° 06' 00", Longitude 77° 34' 21", and slightly to the North of the Southeast leg of the ROCHESTER Radio Range.

RECOMMENDATIONS:

1. That the proposed site located at Latitude 43° 06' 00", Longitude 77° 34' 21" be approved for the erection of a 2 element directional antenna array, consisting of 2 towers not more than 203 feet above ground nor more than 695 feet above mean sea level, provided the top of the towers do not exceed 695 feet above mean sea level.

2. That the IATCB recommendation in Meeting No. 132, August 10, 1942, Subject 4 b, be rescinded.

---

B. ELKINS, WEST VIRGINIA - ALLEGEHENY BROADCASTING COMPANY.

Discussion:

Mr. Mackenzie, CAA, presented a request from the Allegeheny Broadcasting Company for authority to construct a vertical radio tower 156 feet in overall height above ground and 2248 feet in overall height above mean sea level in the vicinity of ELKINS, WEST VIRGINIA.

Findings:

1. The proposed location for the tower is East of U.S. Route No. 119, West of the Madron Railroad and near the North limits of ELKINS, WEST VIRGINIA, within Red Airway #18.

2. The Elkins Municipal Airport is located 3 miles from the proposed transmitter site.

3. The CAA Regional Manager, after an investigation of the proposed site advises that the proposed construction at the location mentioned, above, will not create an unwarranted hazard to aircraft despite the fact that the proposed structure will be in the middle of a civil airway.

4. The top of the proposed tower will be 285 feet above the surface of the Elkins Municipal Airport.



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Meeting No. 153 September 11, 1942

5. The town of ELKINS, WEST VIRGINIA, lies directly between the proposed radio station and the Elkins Municipal Airport.

RECOMMENDATIONS:

1. That a site located approximately 3 miles from the Elkins Municipal Airport, ELKINS, WEST VIRGINIA be approved for construction of a vertical radio tower 156 feet in overall height above the ground and 2248 feet in overall height above mean sea level.

2. That the proposed structure be lighted and marked in accordance with standard CAA specifications.

---

C. FONTANA, CALIFORNIA - KAISER COMPANY STEEL PLANT.

Discussion:

Mr. Mackenzie, CAA, presented a request from the Sixth Regional Office, CAA, for approval of obstruction lighting to be recommended to the Kaiser Company Steel Plant at FONTANA, CALIFORNIA.

Findings:

The proposed lighting recommendations are in conformity with standards compiled by the Civil Aeronautics Administration.

RECOMMENDATIONS:

That the stacks at the Kaiser Company Steel Plant at FONTANA, CALIFORNIA be lighted and marked in accordance with existing CAA regulations.

* * * * *

2. AIRPORTS:

A. CONCORD, CALIFORNIA - FOURTH AIR FORCE.

Discussion:

The Secretary of the Board presented a request from the Director of Base Services for approval of Buchanan Field, CONCORD, CALIFORNIA for use as a Fourth Air Force Fighter Squadron Field.

Findings:

1. The proposed site is located 1 mile West-Northwest of CONCORD, CALIFORNIA, 8 miles within Green Airway No. 3 at Latitude 37° 59', Longitude 122° 04'.

2. Information received from Colonel Terrill, 4th Air Force, indicates that the field that the Army is interested in is located approximately three miles from a Navy field that is being used as a practice field by carrier squadrons; that the use of this field by the Army had been coordinated with Commander Richard, Naval Air Station, ALAMEDA, CALIFORNIA who had approved the use of Buchanan Field by the Army.

RECOMMENDATIONS:

1. That Buchanan Field, located 1 mile West-Northwest of CONCORD, CALIFORNIA at Latitude 37° 59', Longitude 122° 04' be approved for use as a Fourth Air Force Fighter Squadron Field provided activities are conducted in accordance with Civil Air Regulations, Part 60 (Air Traffic Rules).

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Meeting No. 153 September 11, 1942

B. SEATTLE, WASHINGTON - COUPEVILLE (AUXILIARY FIELD).

Discussion:

The Secretary of the Board presented a request from the Bureau of Aeronautics, submitted through the Navy member, for approval of an auxiliary field in the vicinity of COUPEVILLE, WASHINGTON, to serve the Naval Air Station at SEATTLE, WASHINGTON.

Findings:

The proposed site is located approximately 2½ nautical miles Southeast of COUPEVILLE, WHIDBEY ISLAND, WASHINGTON at Latitude 48° 12', Longitude 122° 38'.

RECOMMENDATIONS:

That a site located at Latitude 48° 12', Longitude 122° 38', near COUPEVILLE, WASHINGTON be approved as an auxiliary field to serve the Naval Air Station at SEATTLE, WASHINGTON.

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C. COFFEYVILLE, KANSAS - FOUR AUXILIARY FIELDS.

Discussion:

The Secretary of the Board presented a request from the Director of Base Services for approval of four auxiliary fields for use by the COFFEYVILLE Basic Flying School, COFFEYVILLE, KANSAS.

Findings:

The proposed four auxiliary fields are described as follows:

Site #1 Latitude 37° 00' 30", Longitude 95° 29', 2 miles East of Amber Airway No. 4.

Site #2 Latitude 37° 3' 30", Longitude 95° 19', 10 miles East of Amber Airway No. 4.

Site #3 Latitude 37° 07' 30", Longitude 95° 21', 6 miles East of Amber Airway No. 4.

Site #4 Latitude 37° 11', Longitude 95° 25', inside and adjacent to East boundary of Amber Airway No. 4.

RECOMMENDATIONS:

That the following described sites be approved as auxiliary fields for use by the Coffeyville Basic Flying School, COFFEYVILLE, KANSAS:

Site #1 Latitude 37° 00' 30", Longitude 95° 29'
Site #2 Latitude 37° 03' 30", Longitude 95° 19'
Site #3 Latitude 37° 07' 30", Longitude 95° 21'
Site #4 Latitude 37° 11', Longitude 95° 25'

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D. BOSTON, MASSACHUSETTS - NAVAL AIR TRANSPORT SERVICE.

Discussion:

The Secretary of the Board presented a request from the Commanding Officer, U. S. Naval Air Station, SQUANTUM, MASSACHUSETTS, submitted through the Navy



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member, for approval of operating Naval Air Transport Service planes out of Commonwealth (formerly Municipal) Airport, EAST BOSTON, MASSACHUSETTS.

Findings:

1. The Commonwealth Airport, EAST BOSTON, MASSACHUSETTS is located at Latitude 42° 22', Longitude 71° 01'.

2. At Meeting No. 131, the proposed airport was approved for use by the Army Air Forces for pursuit operations.

3. Information received from Major M. H. Hopkins, Army Air Force representative at the Airport indicates that the Army has moved out of this airport and now maintains only servicing facilities for transient aircraft.

4. Major A. F. Crafts, the Airport Manager, has been interviewed and he will approve the operation of Naval Air Transport Service planes into the airport.

RECOMMENDATIONS:

That the Commonwealth Airport, EAST BOSTON, MASSACHUSETTS, located at Latitude 42° 22', Longitude 71° 01' be approved for operating Naval Air Transport Service planes subject to coordination with existing activities.

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E. LOMPOC, CALIFORNIA - AUXILIARY AIRSHIP BASE.

Discussion:

The Secretary of the Board presented a request from the Commanding Officer, Airship Patrol Squadron 32, Moffett Field, CALIFORNIA for approval of the Municipal Airport, LOMPOC, CALIFORNIA as an auxiliary airship base.

Findings:

1. The proposed site is located one mile North of State Highway #150 at Latitude 34° 40', Longitude 120° 28'.

2. Information received from the Commanding Officer, Airship Patrol Squadron 32, indicates that this airport is not in use at present and no use is otherwise contemplated.

RECOMMENDATIONS:

That the Municipal Airport, LOMPOC, CALIFORNIA, located at Latitude 34° 40', Longitude 120° 28' be approved as an auxiliary airship base, subject to coordination with existing activities.

* * * * *

3. DANGER AREAS:

A. BATESVILLE, ARKANSAS - TRIANGULAR DIVISION CAMP.

Discussion:

The Secretary of the Board presented a request from the Corps of Engineers, submitted through the War Department member, for approval of a Triangular Division Camp at BATESVILLE, ARKANSAS with artillery firing up to 155mm howitzers.



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Meeting No. 153 September 11, 1942

Findings:

The proposed site is located approximately 15 miles Northwest of the Tuckerman Airport and is described as follows:

Beginning at the town of CALAMINE; thence Southerly in a straight line to the town of WALNUT GROVE; thence along a county road to the town of CHARLOTTE; thence Southerly and Westerly to an intersecting county road through the towns of SULPHUR ROCK and MOOREFIELD to the intersection with the M. P. railroad; thence along said railroad to its intersection with a county road running Northeasterly to the town of CALAMINE; thence along said highway to the town of CALAMINE and the point of origin.

RECOMMENDATIONS:

1. That the following described site be approved for a Triangular Division Camp at BATESVILLE, ARKANSAS with artillery firing up to 155mm howitzers.

Beginning at the town of CALAMINE; thence Southerly in a straight line to the town of WALNUT GROVE; thence along a county road to the town of CHARLOTTE; thence Southerly and Westerly to an intersecting county road through the towns of SULPHUR ROCK and MOOREFIELD to the intersection with the M. P. Railroad; thence along said railroad to its intersection with a county road running Northeasterly to the town of CALAMINE; thence along said highway to the town of CALAMINE and the point of origin.

2. That the above area be designated a Danger Area, published in "Notices to Airmen" and plotted on Aeronautical Charts upon notification from the Corps of Engineers that a construction permit has been issued.

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B. BUENA VISTA, COLORADO - MOUNTAIN TRAINING.

Discussion:

The Secretary of the Board presented a request from the Corps of Engineers, submitted through the War Department member, for approval of a Mountain Division Camp, BUENA VISTA, COLORADO.

Findings:

1. The proposed site is described as follows:

Beginning at the town of BUENA VISTA; thence Westerly along a county road to its end in the valley between MOUNT YALE and MOUNT PRINCETON; thence South-Southwesterly in a straight line to the town of ST. ELMO; thence Easterly along a county road to its intersection with U. S. Highway # 285; thence Northerly along said highway to the town of BUENA VISTA and point of origin.

2. Pack artillery fired from this point will be up to 75mm in size.

RECOMMENDATIONS:

1. That the following described site be approved for a Mountain Division Camp:

Beginning at the town of BUENA VISTA; thence Westerly along a county road to its end in the valley between MOUNT YALE and MOUNT PRINCETON; thence South-Southwesterly in a straight line to the town of ST. ELMO; thence Easterly along a county road to its intersection with U. S. Highway # 285; thence Northerly along said highway to the town of BUENA VISTA and point of origin.



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Meeting No. 153 September 11, 1942

2. That the above described area be designated a Danger Area, published in "Notices to Airmen" and plotted on Aeronautical Charts upon notification from the Corps of Engineers that a Construction Permit has been issued.

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C. MT. RAINIER, WASHINGTON - MOUNTAIN DIVISION CAMP

Discussion:

The Secretary of the Board presented a request from the Corps of Engineers, submitted through the War Department member, for approval of a Mountain Division Camp site in the vicinity of MT. RAINIER, WASHINGTON.

Findings:

1. The proposed site is described as follows:

Beginning at the town of NATIONAL on State Highway No. 5; thence Easterly along said highway to its intersection with a branch of the NISQUALLY RIVER; thence Southerly along said branch to the NISQUALLY RIVER, thence Westerly along said river to its intersection with the spur track South of the town of NATIONAL; thence Northwesterly along said railroad track to the town of NATIONAL and the point of origin.

2. Pack artillery up to 75 mm. will be fired from this site.

RECOMMENDATIONS:

1. That the following described site be approved for a Mountain Division Camp:

Beginning at the town of National on State Highway No. 5; thence Easterly along said highway to its intersection with a branch of the NISQUALLY RIVER: thence Southerly along said branch to the NISQUALLY RIVER; thence Westerly along said river to its intersection with the spur track South of the town of NATIONAL: thence Northwesterly along said railroad track to the town of NATIONAL and the point of origin.

2. That the above described area be designated a Danger Area, published in "Notices to Airmen" and plotted on Aeronautical Charts upon notification from the Corps of Engineers that a construction permit has been issued.

* * * * * * * * *

D. SNYDERVILLE, UTAH - MOUNTAIN DIVISION CAMP.

Discussion:

The Secretary of the Board presented a request from the Corps of Engineers, submitted through the War Department member, for approval of a Mountain Division Camp site in the vicinity of SNYDERVILLE, UTAH, for pack artillery firing up to 75 mm.

Findings:

1. The proposed site is described as follows:

Beginning at the intersection of Latitude 40° 47', Longitude 111°44'; thence East on said Latitude to Longitude 111° 22'; thence South on said Longitude to the KAMAS-PARK CITY road; thence Westerly along said



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road to Longitude 111° 30'; thence South on said Longitude to Latitude 40° 30'; thence West on said Latitude to Longitude 111° 44'; thence due North on said Longitude to Latitude 40° 47' and point of origin.

2. The proposed site is located 3 miles East of the intersection of Green Airway No. 3 and Amber Airway No. 2.

RECOMMENDATIONS:

1. That the following described site be approved for a Mountain Division Camp for pack artillery firing up to 75 mm:

Beginning at the intersection of Latitude 40° 47', Longitude 111° 44'; thence East on said Latitude to Longitude 111° 22'; thence South on said Longitude to the KAMAS-PARK CITY road; thence Westerly along said road to Longitude 111° 30'; thence South on said Longitude to Latitude 40° 30'; thence West on said Latitude to Longitude 111° 44'; thence due North on said Longitude to Latitude 40° 47' and point of origin.

2. That the above described area be designated a Danger Area, published in "Notices to Airmen" and plotted on Aeronautical Charts upon notification from the Corps of Engineers that a construction permit has been issued.

* * * * *

E. BURNET COUNTY, TEXAS - INFANTRY OR ARMORED DIVISION CAMP.

Discussion:

The Secretary of the Board presented a request from the Corps of Engineers, submitted through the War Department member, for approval of an Infantry or Armored Division Camp site in the vicinity of BURNET COUNTY, TEXAS, for firing up to 155 mm. howitzers.

Findings:

1. The proposed site is described below:

Beginning at the town of BURNET: thence Easterly along State Highway #29 to the town of GROVER; thence in a straight line South-Southwesterly to the town of TRAVIS PEAK; thence due South to the North bank of the COLORADO RIVER; thence Westerly along the North bank of the COLORADO RIVER to its intersection with U. S. Highway 281; thence Northerly along said highway to the town of BURNET and point of origin.

2. This site is located approximately 10 miles West of Amber Airway No. 4.

RECOMMENDATIONS:

1. That the following described site be approved for an Infantry or Armored Division Camp for firing up to 155 mm. howitzers:

Beginning at the town of BURNET; thence Easterly along State Highway #29 to the town of GROVER; thence in a straight line South-Southwesterly to the town of TRAVIS PEAK; thence due South to the North bank of the COLORADO RIVER; thence Westerly along the North bank of the COLORADO RIVER to its intersection with U. S. Highway 281; thence Northerly along said highway to the town of BURNET and point of origin.

2. That the above described area be designated a Danger Area, published in



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"Notices to Airmen" and plotted on Aeronautical Charts upon notification from the Corps of Engineers that a construction permit has been issued.

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F. MT. BAKER, WASHINGTON - MOUNTAIN DIVISION CAMP.

Discussion:

The Secretary of the Board presented a request from the Corps of Engineers, submitted through the War Department member, for approval of a Mountain Division Camp site in the vicinity of MT. BAKER, WASHINGTON, for pack artillery firing up to 75 mm.

Findings:

The proposed site is described as follows:

> Beginning at the town of MAPLE FALLS; thence due North to Latitude 48° 58'30" thence due East on said Latitude to Longitude 122° 01'; thence due South to the spur railroad track; thence Westerly along said railroad track to MAPLE FALLS and the point of origin.

RECOMMENDATIONS:

1. That the following described site be approved for a Mountain Division Camp for pack artillery firing up to 75 mm:

> Beginning at the town of MAPLE FALLS; thence due North to Latitude 48°58'30" thence due East on said Latitude to Longitude 122° 01'; thence due South to the spur railroad track; thence Westerly along said railroad track to MAPLE FALLS and the point of origin.

2. That the above described area be designated a Danger Area, published in "Notices to Airmen" and plotted on Aeronautical Charts upon notification from the Corps of Engineers that a construction permit has been issued.

* * * * * * * * *

G. SOUTHEASTERN CALIFORNIA - TWO ARMORED DIVISIONS.

Discussion:

The Secretary of the Board presented a request from the Corps of Engineers, submitted through the War Department member for approval of two Armored Division Training Camp sites and a Training Area for Firing and Maneuvering near IRON MOUNTAIN, SAN BERNARDINO COUNTY, CALIFORNIA.

Findings:

1. The proposed site for firing and maneuvering which covers the entire Southeastern part of CALIFORNIA and the entire Southern tip of NEVADA is described as follows:

> Beginning at the town of WHEATON SPRINGS, CALIFORNIA: thence Easterly along a county road to the COLORADO RIVER and the NEVADA-ARIZONA state line; thence Southerly along the meanders of the COLORADO RIVER to its intersection with the Southern Pacific Railroad North of the town of ANDRADE, CALIFORNIA: thence Northwesterly along said railroad to the town of AMOS: thence due North to the main highway between



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BLYTHE and DESERT CENTER; thence Westerly along said highway to the town of MECCA on the Southern Pacific Railroad; thence Northwesterly alon said railroad to the town of INDIO; thence Easterly along the ridge of COTTON WOOD MOUNTAINS; thence Easterly and Northeasterly along the ledge of EAGLE MOUNTAINS; thence to the peak of COX COMB MOUNTAIN; thence Northwesterly along the ledge of SHEEP HOLE MOUNTAINS; thence to the town of AMOBY; thence in a straight line North-Northeasterly to the town of WHEATON SPRINGS and point of origin.

2. The three proposed cantonment sites are described as follows:

(1) GROMMETT site located approximately 8 miles West-Southwest of VIDAL, CALIFORNIA.

(2) Camp Young site located on the North side of U. S. Highway No. 60, approximately 12 miles East of INDIO, CALIFORNIA.

(3) Iron Mountain site located 12 miles South-Southwest of the South tip of DANBY LAKE.

3. No firing will be conducted within Green Airway No. 5, Blue Airway No.17, Green Airway No. 4 or the new Navy airway between SAN DIEGO, CALIFORNIA, and TUCSON, ARIZONA, via GILA BEND.

4. At Meeting No. 82 and Meeting No. 149, respectively, the following two sites were approved for Ground Air Support:

CHAMBLESS, CALIFORNIA (No. 149)
RICE, CALIFORNIA (No. 82)

5. The following sites which lie within Green Airway No. 5 were previously approved by the IATCB:

Meeting No. 82, Groun Air Support - DESERT CENTER, CALIFORNIA
SHAVERS SUMMIT, CALIFORNIA
Meeting No. 88, Elementary Training - BLYTHE, CALIFORNIA

RECOMMENDATIONS:

1. That the following described cantonment sites be approved:

(1) GROMMETT site located approximately 8 miles West-Southwest of VIDAL, CALIFORNIA.
(2) CAMP YOUNG site located on the North side of U.S. Highway No. 60, approximately 12 miles East of INDIO, CALIFORNIA.
(3) IRON MOUNTAIN site located 12 miles South-Southwest of the South tip of DANBY LAKE.

2. That the following described areas be approved for firing and maneuvering:

(1) Northern boundary is Southern boundary of Green Airway No. 4.
Eastern boundary is Western boundary of Blue Airway No. 17.
Southern boundary is Northern boundary of Green Airway No. 5.
Western boundary is Longitude 115° 43' 30"

(2) Southern boundary is Northern boundary of Green Airway No. 4.
Eastern boundary is COLORADO RIVER.
Northern boundary is highway running between YUCCA STATION, ARIZONA-WIPTON, CALIFORNIA-CRESCENT, NEVADA-SEARCHLIGHT, NEVADA and CHLORIDE, ARIZONA.
Western boundary is longitude 115° 30'.



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(3) Northern boundary is Southern boundary of Green Airway No. 5.
Eastern boundary is COLORADO RIVER.
Southern boundary is Latitude 33° (which is the Northern limits of the area of the Consolidated Aircraft Test Flying area.)
Western boundary is Longitude 115° 14'.

3. That the areas described in Recommendation 2 above be designated Danger Areas, published in "Notices to Airmen" and plotted on Aeronautical Charts.

NOTE: Activities in Recommendation 2 (3), above, should be coordinated with Navy tactical and gunnery operations now being conducted in the SALTON SEA AREA and the Northwest portion of the CHOCOLATE MOUNTAINS just West of the Western boundary.

4. That operations within the area described in Recommendation 2 (2), above, be coordinated with Army Air Forces Support groups located at CHAMBLISS, CALIFORNIA and RICE, CALIFORNIA, and also operations from Desert Center.

* * * * * * * *

4. MILITARY STRUCTURE AND CANTONMENTS:

A. McDONOUGH, GEORGIA - TRIANGULAR DIVISION CAMP.

Discussion:

The Secretary of the Board presented a request from the Corps of Engineers submitted through the War Department member for approval of a triangular division camp site in the vicinity of HAMPTON - McDONOUGH, GEORGIA, for use as a small arms range.

Findings:

1. The proposed site is described as follows:

Beginning at the town of HAMPTON on the C of G railroad; thence Northerly along said railroad to the town of JONESBORO: thence Easterly along a county road to the town of STOCKBRIDGE and the intersection with the Southern Railroad; thence Southeasterly along said railroad to the town of McDONOUGH; thence Southeasterly along a county road to the town of HAMPTON and point of origin.

2. All heavy artillery firing from this camp site will be done at the site South of GRIFFIN, GEORGIA, previously approved by the IATCB at Meeting No. 84, May 20, 1942.

3. Firing at the proposed site will be up to 30 and 50 caliber in size, and no firing will be done above the horizontal; all firing by small arms will be at fixed targets.

4. The proposed site is located at the intersection of Amber Airway No. 6 and Green Airway No. 6 within the let-down area of the Southwest leg of the Atlanta Radio Range.

RECOMMENDATIONS:

That the following described area be approved for a Triangular Division Camp for use as a small arms range provided that there will be no restrictions to flight on Amber Airway No. 6 or Green Airway No. 6 or within the let-down area of the Atlanta Radio Range and no activities conducted within the area which will require the designation of a Danger Area:



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Beginning at the town of HAMPTON on the C of G Railroad; thence Northerly along said railroad to the town of JONESBORO; thence Easterly along a county road to the town of STOCKBRIDGE and the intersection with the Southern railroad; thence Southeasterly along said railroad to the town of McDONOUGH; thence Southeasterly along a county road to the town of HAMPTON and point of origin.

* * * * * * * * *

5. FEDERAL AIRWAYS:

PORTLAND-SPOKANE, WASHINGTON - REROUTING OF AIRWAY.

Discussion:

The Secretary of the Board presented a request from the Commanding General, Second Air Force, submitted through the War Department member, for approval of rerouting the PORTLAND-SPOKANE AIRWAY to avoid flying over the ARLINGTON Bombing Range.

Findings:

1. The following letter, dated July 15, 1942, was received from the Office of the Commanding General, Second Air Force, FORT GEORGE WRIGHT, WASHINGTON:

"1. The installation of the ARLINGTON bombing range on the existing airway makes it necessary to reroute this airway for the safety of air navigation and to avoid interference with military operations.

"2. We have conferred with Mr. R. D. Beddinger, Regional Manager, 7th Region, Civil Aeronautics Administration. As a result of these conferences and studies made by this office, the following changes in airway facilities are proposed:

"a. It is proposed to remove the present ARLINGTON SMRA Range and in lieu thereof install a MRL Range in the vicinity of OLEX, OREGON, with the East and West courses on PENDLETON and NORTH DALLES, WASHINGTON, and the North course on the ARLINGTON field.

"b. It is further proposed to remove the present MRL Range at NORTH DALLES, and in lieu thereof install a SMRA Range with the East course on the new range at OLEX, the West course on STEVENSON, WASHINGTON, the North course on YAKIMA, and the South course on REDMOND. It is believed a more favorable range location to serve the new DALLES airport can be found, probably some four miles East of the new field.

"c. It is proposed to reorientate the West leg of the PENDLETON Range on the new range at OLEX, leaving the East leg as it is so that a gyroheading established on the East leg will project over the PENDLETON Airport.

"3. The installation of a SMRA Range at the DALLES, OREGON, will give better coverage over the proposed airway through REDMOND and KLAMATH FALLS to the South, as well as provide better coverage over the PORTLAND-SPOKANE Airway than the present loop-type range now in operation at this point. It will also provide simultaneous voice and range operation at this intersection of two airways. A new range location should provide a better letdown procedure into the new airport than the present range location.



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"4. In this proposal, it is planned to continue the Communication Station now located on the ARLINGTON field and control the new ARLINGTON Range from that point, as well as continue to provide weather reports from that point.

"5. It is believed the above changes will effect the necessary re-routing of this airway to accomplish the purpose intended with the least expense involved.

RECOMMENDATIONS:

1. That the plan submitted by the Second Air Force for the rerouting of Red Airway No. 1 between PENDLETON and PORTLAND via OLEX be approved subject to review and approval by the SEATTLE sub-committee.

2. That lights No. 14, 16, and 18 on Red Airway No. 1 be extinguished or relocated.

3. That a study be made to determine the advissbility of establishing these lights on a route between ARLINGTON and PENDLETON or North of the Danger Area over the ARLINGTON Bombing Range.

* * * * * * * * * *

6. MEMORANDUM FOR THE RECORD:

A. RELEASE OF SITES FORMERLY CLEARED AT MEETING NO. 74.

Discussion:

The Secretary of the Board read into the Board records the following Record and Routing Sheet from Col. D. M. Schlatter, Army Air Forces Ground Air Support:

"1. Confirming telephone conversation this date between Captain Hochman, AFDCA and Captain Roberts, AFRGS, there are listed below the names of various sites, which were cleared by the ATCB at Meeting No. 74, April 24, 1942, and which are not being used and may now be cleared for other Army Air Forces uses:

FREDERICK, OKLAHOMA, Civil Elementary Glider School
NEEDLES, CALIFORNIA, Transport Glider Base
TWIN FALLS, IDAHO (MUNICIPAL AIRPORT), Transport Glider Base
SANTA FE, NEW MEXICO, Transport Glider Base
BROOKINGS, SOUTH DAKOTA, Transport Glider Base.
RACINE, WISCONSIN (MUNICIPAL AIRPORT), Transport Glider Base.
WISCONSIN RAPIDS, WISCONSIN, Transport Glider Base.
MANSFIELD, OHIO, Transport Glider Base.
VICKSBURG, MISSISSIPPI, Transport Glider Base.
ROANOKE, VIRGINIA, Transport Glider Base.
VERGENNES, VERMONT, Transport Glider Base.

"2. The following listed sites may not be in the use for which they were originally intended, but it is desired that their status remain unchanged:

AQUILA, ARIZONA, Civil Elementary Glider School.
EPHRATA, WASHINGTON, Transport Glider Base.
AUGUSTA, GEORGIA (DANIELS FIELD) Transport Glider Base.
INDIANAPOLIS, INDIANA (STOUT FIELD), Transport Glider Base."

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Meeting No. 153 September 11, 1942

B. AIRPORTS AND TAXI STRIPS TO BE USED BY TROOP CARRIER COMMAND AIRBORNE MANEUVERS WITH TWO DIVISIONS.

Discussion:

The Secretary of the Board read into the Board records the following memorandum received from Major MacMahon, Ground Air Support.

"SUBJECT: AIRPORTS AND TAXI STRIPS TO BE USED BY TROOP CARRIER COMMAND AIRBORNE MANEUVERS WITH TWO DIVISIONS.

"SAN ANTONIO MUNICIPAL #2 (Alamo) - The Troop Carrier Command proposes to base one group on this airport from September 15, 1942 at which clearance to use the field can be obtained until October 31, 1942. As there is little or no parking area now available, it will be necessary to park the fifty odd transport airplanes of this group on the Northeast-Southwest runway. Col. Lober's office will be asked to publish this fact (that the runway will be closed) in "Notices to Airmen." This field is now assigned to the Third Air Force and clearance is being obtained from them for the proposed use.

"STINSON FIELD, SAN ANTONIO, TEXAS - The Troop Carrier Command proposes to use this field as a loading and departure point between October 1 and October 31 for combined operations with Airborne Troops. The field is now assigned to the Air Service Command and approval of the proposed use is being obtained from the Air Service Command. The Office, Chief of Engineers, advises that construction is now underway and Stinson Field will be completed prior to October 1.

"EAGLE PASS, TEXAS - This is a new field with runways almost complete under construction for the Flying Training Command. The Troop Carrier Command desires to use this field as a landing and unloading point for Airborne Troops during the October maneuvers. Approval for this use has been requested from the Director of Individual Training who is checking with the Flying Training Command.

"NEW MUNICIPAL, DEL RIO, TEXAS - A-3 advises that this field also assigned to the Flying Training Command and the Director of Individual Training has been requested to obtain approval from Flying Training Command for use of this field during October by the Troop Carrier Command for a landing and unloading point for Airborne Troops.

"FORT CLARK AIRFIELD, BRACKETVILLE, TEXAS - According to A-3 this field is now unassigned and its use by the Troop Carrier Command for a landing and unloading point for Airborne Troops during October needs only local coordination with the Commanding Officer at FORT CLARK. Such coordination has been effected for the Troop Carrier Command."

C. GOLDSBORO, NORTH CAROLINA - GOLDSBORO FIELD

Discussion:

The Secretary of the Board read into the Board records the following memorandum:

"In Meeting No. 125 the following recommendation was made with regard to GOLDSBORO, NORTH CAROLINA:

'That Seymour Johnson Field (Municipal Airport), GOLDSBORO, NORTH CAROLINA, be approved as a Base for a Heavy Bombardment Squadron of the First Air Force.'



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"Records should be corrected to show this as GOLDSBORO FIELD, instead of Seymour Johnson Field as there is only one field in this vicinity and this is the correct name."

* * * * * * * * *

J. B. HARTRANFT, JR.,
Major, A. C.,
Secretary.

9/16/42.

EARL F. WARD,
CAA Representative

J. B. VOIT,
LT. Comdr., USN
Navy Department Representative

C. B. LOBER,
Colonel, AC
War Department Representative

GUS LEAZAR,
CAB Representative

The above recommendations are within the policies established by the War Aviation Committee and are approved.

For the War Aviation Committee:

JAMES B. NEWMAN, Jr.
Colonel, Air Corps
Executive



3-2590, A.F.

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INTERDEPARTMENTAL
AIR TRAFFIC CONTROL BOARD
WASHINGTON, D. C.

Meeting No. 154 — September 14, 1942

Place: IATCB Room, Army Air Forces Annex #1, WASHINGTON, D. C.

Time: 1:00 p.m. to 5:00 p.m.

Members Present:

Earl F. Ward, CAA, Presiding
Gus Leasar, CAB
J. D. Voit, Lt. Comdr. USN
C. B. Lober, Col., AC

Alternates Present:

C. F. Cornish, Major, AC

Secretary: J. B. Hartranft, Jr., Major, AC

Witnesses Appearing:

J. R. Nash, Capt., AC, Buildings & Grounds Division
J. R. Yarrow, CAA, Airport Division
E. W. Piltz, CAA-Flight Information Section
A. M. Kruse, Chief of Engineers

SUBJECTS: Page No.

1. AIRPORTS

A. ARMY

(1) FOR USE BY FLYING TRAINING COMMAND

a. DECATUR, ALABAMA - MUNICIPAL AIRPORT - ELEMENTARY..... 2
b. TUSCALOOSA, ALABAMA - HARGROVE VAN DE GRAFF AIRPORT - ELEMENTARY..... 2
c. ALBANY, GEORGIA - NEW MUNICIPAL - ELEMENTARY..... 2
d. AUGUSTA, GEORGIA - BUSH FIELD - BASIC..... 2
e. DOUGLAS, GEORGIA - SOUTH GEORGIA COLLEGE AIRPORT - ELEMENTARY..... 2
f. VALDOSTA, GEORGIA - MOODY FIELD - ADVANCED TWIN ENGINE..... 2
g. MOULTRIE, GEORGIA - SPENCE FIELD - ADVANCED SINGLE ENGINE.. 3
h. ALBANY, GEORGIA - TURNER FIELD - ADVANCED TWIN ENGINE..... 3

(2) MODIFICATION CENTER FLYING FIELDS FOR MATERIEL COMMAND

a. BUFFALO, NEW YORK - MUNICIPAL..... 3
b. ST. PAUL, MINNESOTA - MUNICIPAL..... 3
c. OMAHA, NEBRASKA - OFFUTT FIELD..... 3

(3) BOUSE, ARIZONA - GROUND AIR SUPPORT..... 3

B. CIVIL

(1) CONCORD, NEW HAMPSHIRE - CIVILIAN PILOT TRAINING..... 3
(2) WEST GROTON, MASSACHUSETTS - CIVIL AIR PATROL..... 5



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Meeting No. 154 September 14, 1942

2. DANGER AREA Page No.

A. MEDFORD OREGON - CAMP WHITE - ARTILLERY FIRING RANGE.....

3. MEMORANDUM FOR THE RECORD

A. GREENVILLE, MISSISSIPPI - BASIC TRAINING.....

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1. AIRPORTS

A. ARMY

(1) FOR USE BY FLYING TRAINING COMMAND

a. DECATUR, ALABAMA - MUNICIPAL AIRPORT - ELEMENTARY
b. TUSCALOOSA, ALABAMA - HARGROVE VAN DE GRAFF AIRPORT - ELEMENTARY.
c. ALBANY, GEORGIA - NEW MUNICIPAL - ELEMENTARY
d. AUGUSTA, GEORGIA - BUSH FIELD - BASIC.
e. DOUGLAS, GEORGIA - SOUTH GEORGIA COLLEGE AIRPORT - ELEMENTARY
f. VALDOSTA, GEORGIA - MOODY FIELD - ADVANCED TWIN ENGINE.
g. MOULTRIE, GEORGIA - SPENCE FIELD - ADVANCED SINGLE ENGINE
h. ALBANY, GEORGIA - TURNER FIELD - ADVANCED TWIN ENGINE

Discussion:

The Secretary of the Board presented a request from the Assistant Chief of Air Staff, A-3, for the approval of the use of above listed sites for various purposes:

| SITE | LOCATION | RECOMMENDATIONS |
|---|---|---|
| a. DECATUR, ALA. | Municipal Airport 5 miles North of DECATUR, at Lat. 34° 41', Long. 86° 59'. | Approved for Elementary Training. |
| b. TUSCALOOSA, ALABAMA | Hargrove Van De Graff Airport, 1½ miles Northeast of Tuscaloosa, at Lat. 33° 14', Long. 87° 37'. CAA Intermediate | Approved for Elementary Training. |
| c. ALBANY, GEORGIA | NEW MUNICIPAL AIRPORT, 3½ miles southwest of Albany, at Lat. 31° 32', Long. 84° 11'. | Approved for Elementary Training. |
| d. AUGUSTA, GEORGIA | Bush Field, approximately 9 miles southeast of Augusta. | Approved for Basic Training. |
| e. DOUGLAS, GEORGIA | South Georgia College Airport, 1.3 miles south of Douglas, at Lat. 31° 29', Long. 82° 51' 30". | Approved for Elementary Training. |
| f. VALDOSTA, GEORGIA | Moody Field. | Approved in Meeting No. 142-3. |



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Meeting No. 154 — September 14, 1942

c. MOULTRIE, GEORGIA — SPENCE FIELD, 5 miles Southeast of Moultrie. — Approved for Advanced Single Engine Training.

h. ALBANY, GEORGIA — TURNER FIELD, at Lat. 31° 36', Long. 84° 07'. — Approved for Advanced Twin Engine Training.

(2) MODIFICATION CENTER FLYING FIELDS FOR MATERIEL COMMAND
a. BUFFALO, NEW YORK - MUNICIPAL
b. ST. PAUL, MINNESOTA - MUNICIPAL
c. OMAHA, NEBRASKA - OFFUTT FIELD

Discussion:

The Secretary of the Board presented a request from the Materiel Command for the approval of the use of three sites as Modification Center Flying Fields.

| SITE | LOCATION | RECOMMENDATIONS |
|---|---|---|
| a. BUFFALO, N. Y. | Municipal Airport, 8½ miles East of Buffalo and south of RR at Lat. 42° 57', Long. 78° 43'. | Approved. |
| b. ST. PAUL, MINN. | Municipal Airport, 1½ miles SE of St. Paul, in the bend of the river, at Lat. 44° 56', Long. 93° 04', approx. 3 miles North of Navy area. | Approved. |
| c. OMAHA, NEBRASKA | Offutt Field, 9 miles SSE from center of Omaha, at Lat. 41° 07' 30", Long. 95° 55' 30". | Approved. |

(Note: Approval of the above sites subject to coordination with existing activities)

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(3) BOUSE, ARIZONA - GROUND AIR SUPPORT

Discussion:

The Secretary of the Board presented a request from the Director of Base Services for the approval of the use of a site near BOUSE, ARIZONA, for a Ground Air Support Base.

Findings:

The subject site is located at Latitude 33° 52', Longitude 113° 57', 6 miles southeast of BOUSE, ARIZONA, and 9 miles North of Green Airway No. 5.

RECOMMENDATIONS:

That a site located at Latitude 33° 52', Longitude 113° 57', 6 miles southeast of BOUSE, ARIZONA, be approved for the use of the Ground Air Support Command.

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B. CIVIL

(1) CONCORD, NEW HAMPSHIRE - CIVILIAN PILOT TRAINING



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Meeting No. 154 September 14, 1942

Discussion:

The Secretary of the Board presented a request from the Director of Civilian Pilot Training Program for the approval of the use of the airport at CONCORD, NEW HAMPSHIRE, for Civilian Pilot Training operations.

Findings:

1. The CONCORD, NEW HAMPSHIRE, Airport is located at Latitude 43° 12' 30", Longitude 71° 31', one mile East of Concord.

2. The subject airport is located outside the Eastern Defense Zone.

3. There are four CPT operators at CONCORD, NEW HAMPSHIRE. They have 58 airplanes and 116 students and are conducting elementary, secondary, instructor's and cross-country courses.

4. The following letter dated August 19, 1942, from the CPTP Coordinator at Tufts College Engineering School, Medford, Massachusetts, to the IATCB, was introduced:

"Tufts College has participated in the Civilian Pilot Training Program since 1939. We have completed training for 150 Primary and 49 Secondary students. At the present time we have 60 students enrolled in the Elementary Course, 40 Army and 20 Navy V-5 men. Many of those who have completed the training in earlier programs are now in active service with combat troops or are serving as instructors on active duty with the Army or Navy.

"Tufts College desires to cooperate fully with the Civil Aeronautics Authority in supplying preliminary trainees to the Army and Navy but finds it extremely difficult to administer a program such as we are experiencing at the present time.

"Part of the difficulty is inherent in the procedure set up by the Army for enrolling candidates, but a major difficulty has been brought about by the recent order which necessitated moving the flight part of the program from the two airports at Revere and Norwood, Massachusetts, to the airport at Orange, Massachusetts. We fear a lack of stabilization in the program may require us to seriously consider the withdrawal of the institution if so many uncertainties remain in the program's administration.

"If we could be reasonably sure that we could continue flight operations at a specific point, say either at Orange or at Concord, New Hampshire, with the ground school to be conducted at the college or at the airport, we should be eager to continue.

"The situation with respect to the flight operator is even more difficult than with the college. No flight operator could be expected to make capital investments at an airport under existing conditions, and we believe that the lack of complete facilities at an airport is a very undesirable feature.

"It has been suggested that Concord, New Hampshire, would be a satisfactory location for a CPT training center at which both Elementary and Secondary flight training could be carried on. Facilities at this airport are much better than those at Orange, and the college would be quite willing to continue with CPT training if Concord should be designated for the purpose.

"I wish, therefore, to add my recommendation to such others as may be received that the Concord airport be designated as a CPT training center."



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RECOMMENDATIONS:

That the CONCORD, NEW HAMPSHIRE, Airport, located at Latitude 43° 12' 30", Longitude 71° 31', be approved for Civilian Pilot Training operations.

(2) WEST GROTON, MASSACHUSETTS - GROTON AIRPORT - CIVIL AIR PATROL

Discussion:

The Secretary of the Board presented a request from the War Department Member for the approval of the use of Groton Airport, WEST GROTON, MASSACHUSETTS, for Civil Air Patrol operations.

Findings:

1. Major Johnson, Civil Air Patrol advised the IATCB Secretary by telephone that it has been necessary to concentrate activities of the Civil Air Patrol and there will probably be from 40 to 50 airplanes undertaking this training.

2. The Groton Airport, WEST GROTON, MASSACHUSETTS, is outside the Eastern Defense Zone, located at Latitude 42° 38' 30", Longitude 71° 39', two miles Southeast of Townsend Harbor.

RECOMMENDATIONS:

That the Groton Airport, WEST GROTON, MASSACHUSETTS, located at Latitude 42° 38'30", Longitude 71° 39', be approved for use in Civil Air Patrol operations.

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2. DANGER AREA

A. MEDFORD, OREGON - CAMP WHITE - ARTILLERY FIRING RANGE

Discussion:

The Secretary of the Board presented two requests for the removal of the artillery range at Camp White, MEDFORD, OREGON, to another site in order to remove hazard to air traffic utilizing the let-down leg of the Medford Radio Range. The first request was from the Commanding General, Fourth Air Force; and the second request from the 7th CAA Regional Manager.

Findings:

1. The IATCB in Meeting No. 139 of August 20, 1942, made the following recommendations:

"1. That effective September 14, 1942, contact day and night flights between Eugene and Medford be routed via the established line of light beacons through ROSEBURG, COW CREEK, and GRANTS PASS.

"2. That high angle ground-to-ground firing in the Camp White reservation be prohibited during periods when flights are conducted over Amber Airway No. 1 between Medford and Eugene under instrument flight rules.



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"3. That the Commanding Officer of Camp White be responsible for maintenance of adequate liaison with the Seattle Air Traffic Control Center through the CAA Medford Communication Station.

"4. That the CAA determine a more satisfactory and permanent solution by either rerouting the airways, realigning the North leg of the Medford Radio Range, or the installation of additional radio aid facilities."

2. The Director of Federal Airways advised the IATCB on August 21, 1942, as follows:

" ... relative to the realignment of range courses between Grants Pass and Medford to route traffic away from the Camp White artillery range at Medford, Oregon.

"We wish to call attention to the fact that the installation of an MRL type range at Grants Pass is not practicable due to the lack of equipment and the necessity that all equipment which can be made available under present priorities or by discontinuing existing ranges be used for reinstallation in combat areas. Also, we wish to register an objection to the realignment of the north course of Medford on Eugene, as suggested by the War Department's member, as such a realignment would place the range course over rough terrain and high hills to the northwest of Medford whereas the present alignment makes it possible to begin a letdown immediately after passing the fan marker.

"It is suggested that consideration be given to relocating the artillery range at a location which will not interfere with instrument approaches into and other operations out of the Medford Airport. If relocation of the artillery range is not practicable it appears that the only alternate would be to place restrictions on the use of the range and/or restrictions on flight operations as required to provide the safety necessary."

3. The Commanding General, Fourth Air Force, on August 26, sent the following radiogram to the Director of Base Services, AAF:

"4 AF A829U PERIOD AN ARTILLERY RANGE IS BEING CONSTRUCTED ON THE ON-COURSE SIGNAL OF THE NORTH LEG OF THE MEDFORD OREGON, RADIO RANGE STATION BETWEEN THE RADIO RANGE STATION AND FAN MARKER ON AMBER AIRWAY NO. ONE, SAN FRANCISCO TO SEATTLE. MEDFORD AIRPORT IS THE FIRST STOP OF SAN FRANCISCO TO SEATTLE WITH ALL FACILITIES AND IS USED EXTENSIVELY BY MILITARY AND COMMERCIAL AIRCRAFT FOR REFUELING AND IS BEING DEVELOPED AS GROUND AIR SUPPORT BASE. DUE TO TERRAIN AND PREVAILING BAD WEATHER CONDITIONS IN THIS AREA THE RELOCATION OF THE RADIO RANGE STATION OR THE CONSTRUCTION OF A SUPPLEMENTARY NEW FACILITY IS NOT ONLY IMPRACTICAL BUT WOULD CREATE EXTREMELY HAZARDOUS CONDITIONS DURING PERIODS OF LOW VISIBILITY. FIRING AT THIS RANGE WILL MAKE AERIAL OPERATIONS HAZARDOUS AND INTERFERE WITH LETDOWN PROCEDURES TO SUCH AN EXTENT THAT THE MEDFORD AIRPORT COULD NOT BE USED EXCEPT IN CLEAR WEATHER. IT IS STRONGLY RECOMMENDED THAT THE ARTILLERY RANGE BE ABANDONED AND A NEW SITE TO THE EAST AND OUTSIDE OF THE LIMITS OF THE AIRWAY BE SELECTED."

4. On August 27, 1942, the Director of Base Services requested that the Chief of Engineers select a new site to the east and outside of the limits of the on-course signal of the north leg of the Medford, Oregon, Radio Range Station.

5. The 7th CAA Regional Manager, Seattle, advised the IATCB on September 2, 1942, as follows:



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Meeting No. 154 September 14, 1942

"Reference is made to the hazard to air traffic utilizing the north leg of the Medford radio range due to artillery firing.

"During recent flight test over this area, it was observed that an area 4 or 5 miles due west of the present firing range appeared to be suitable terrain for such purpose. Observations indicated further that there probably are several other suitable sites close to Camp White which could be used for this purpose which would not interfere with air navigation.

"Through personal contacts with officials of the 4th Air Force, it has been indicated that none of the interests concerned, including the officals at Camp White, would object to the moving of this firing range. In this connection, it is our understanding that the only investment by the War Department in the present firing range is that of the cost of the land itself, which should simplify a relocation.

"It is strongly recommended that this firing range be moved to a location not less than 4 miles from the center of the oncourse signal of the north leg (the let-down leg) of the Medford radio range at the earliest possible date."

6. The Military Air Traffic Control Division of the Military Director of Civil Aviation on September 11 talked, by telephone, with Colonel McGaw, Army Ground Forces, relative to the possibility of relocating the artillery range at Camp White. He advised that it would be impossible to find another site within 300 miles of the present range, which would be as satisfactory. The principle advantage of this range over other possible sites is the ability to observe bursts in the impact area from observation posts at a range of 5000 to 6000 yards.

7. There is no information which indicates that an effort has been made to locate another site for the artillery range.

8. The CAA member advised that two CAA representatives had just returned from a conference with the Commanding Officer at Camp White. They reported that the Commanding Officer was not at all averse to moving the firing range one way or the other, whichever appeared to be most advantageous.

9. There are 16 civilian transport movements per day through Medford (8 in and 8 out).

RECOMMENDATIONS:

That the relocation of the artillery range, Camp White, MEDFORD, OREGON, be referred to the War Department Member in an effort to find a suitable firing and impac area not less than 2 miles from the center of the oncourse signal of the four legs of the Medford, Oregon, Radio Range.

* * * * * * * * * * * *

3. MEMORANDUM FOR THE RECORD:

A. GREENVILLE, MISSISSIPPI - BASIC TRAINING

In Meeting No. 137 the Main Base for the Army Flying School at GREENVILLE, MISSISSIPPI, was approved as a Basic Training School. The recommendation should be corrected to show the coordinates as follows:



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Meeting No. 154 September 14, 1942

"That the main base for the Greenville Army Flying School, GREENVILLE, MISSISSIPPI, located at Latitude 33° 29', Longitude 90° 59', be approved as a Basic Training School."

* * * * * * * * * * * * *

J. B. Hartranft, Jr.
J. B. HARTRANFT, JR.,
Major, A. C.,
Secretary.
9/16/42

Earl F. Ward
EARL F. WARD
CAA Representative

C. B. Lober
C. B. LOBER
Colonel, A. C.
War Department Representative

Gus Teague
GUS TEAGUE
CAB Representative

J. B. Voit
J. B. VOIT
Lt. Comdr., USN,
Navy Department Representative

The above recommendations are within the policies established by the WAR AVIATION COMMITTEE and are approved.

For the WAR AVIATION COMMITTEE:

James D. Newman, Jr.
JAMES D. NEWMAN, Jr.
Colonel, Air Corps
Executive





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E.M.K.

INTERDEPARTMENTAL
AIR TRAFFIC CONTROL BOARD
Washington, D. C.

September 15, 1942

Meeting No. 155.

Time: 1:00 P.M. to 5:00 P.M.

Place: IACTB Room, Army Air Forces Annex #1, Washington, D. C.

Members Present:

Earl F. Ward, CAA, Presiding
Gus Leazar, CAB
C. B. Lober, Colonel, A.C.
J. B. Voit, Lt. Comdr., USN

Secretary:

J. B. Hartranft, Jr., Major, A.C.

Witnesses Appearing:

R. E. Hawkins, Major, G.S.C. (Army Ground Forces)
C. L. Werts, Lt. Comdr., USN
J. W. Bressler, Lt. (Sg) USN
John R. Nash, Capt., A.C. (Buildings and Grounds Division)
M. J. Prassas, Lt. (Jg) USN
J. R. Yarrow, CAA
C. B. Donaldson, CAA
E. W. Piltz, CAA

SUBJECTS:


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* * * *

1. AIRPORTS:

A. BEAUMONT-PORT ARTHUR, TEXAS - CONSTRUCTION OF AIRPORT.

Discussion:

The Secretary of the Board presented the following letter, dated September 3, 1942 received from Mr. C. L. Willis, Jr., District Airport Engineer, subject "Proposed Lighter Than Air Naval Air Station, Jefferson County Airport, BEAUMONT, TEXAS":

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"It is recommended that the Navy Department be requested to cease operations on the Jefferson County site and approval of this site for a Lighter Than Air base be rescinded. The Interdepartmental Air Traffic Control Board approved this site at Meeting No. 121, July 21, 1942, for use by the Navy and the Sea Frontier Command.

"Sometime ago, a Naval site board selected the Jefferson County Airport site for the site of a Lighter Than Air Base. The sponsor understood at the time that a total of 2500 acres would be required and the present airport project would be completed.

"The Navy Department has set up offices in Beaumont and has requested the sponsor to stop work on the present CAA project, advising that the Navy project will require the airport site as well as adjoining land.

"On August 31, a meeting was called by the sponsor at Beaumont to determine the status of the project. The following persons attended.

All County Commissioners
County Judge Charles Howell
Major Urbom and Lt. Deal, U.S. Engineers
Lt. Prassas and Lt. Commander Madison Nichols, U.S.N., Bureau of Yards and Docks
C. L. Willis, Jr., District Airport Engineer
Joe Ward, Engineer for the Navy

"The Navy officials stated they had three proposals to submit, and two layouts, namely:

"Proposal No. 1 (Layout 'A')
To superimpose the Naval Air Station on the present site, and to reimburse the County and CAA for all expenditures to date.

"Proposal No. 2 (Layout 'B')
To shift the airport approximately 2000' to the West, for the Navy to purchase the portion of the airport site occupied by the Navy and to reimburse the County and CAA for the improvements acquired. The airport would be returned to the sponsor at the close of the war.

"Proposal No. 3
To move the LTA Naval Air Station to a new site.

"The reply of the Commissioners Court is attached.

"It is recommended that Proposal No. 1 be rejected, for the following reasons:

a. This is the only site available for a county sponsored airport.
b. The County has spent approximately $300,000 on this project in addition to the funds spent by the WPA and CAA.
c. The County would rather have an airport than a LTA Base if a choice must be made.
d. Most of the money already spent will be wasted and additional loss will be incurred by cancelling existing contracts.
e. The Army has requested that this site be expanded to Class 4 immediately.
f. Airline facilities are badly needed at Beaumont and this need will increase.

"It is recommended that Proposal No. 2 be rejected for the following reasons:

a. The two hangars proposed by the Navy will cost approximately $2,000,000 each and the base will undoubtedly be permanent.
b. The history of all Naval Air projects to date indicates that this base will be doubled or trebled in size before completed. The Navy installation would surround the airport and prohibit expansion of same.



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c. The Navy objects to civil operations adjacent to or over the maneuver area for LTA craft.
d. The Airport building area is inadequate.
e. The Airport is shoved onto low ground. We are now having drainage difficulties and such a change would require a levee system and pumps which would throw a heavy maintenance cost on the sponsor.
f. The runways are located over an 18" high pressure gas line that cannot be moved.
g. The Navy hangars are serious hazards within the turning zone of the airport.
h. The present construction will be set back four months.

"It is recommended that Proposal No. 3 be accepted.

a. The Navy Department has an alternate site selected for this project and no construction has been performed on this site by the Navy.
b. A 3000 acre ranch lies immediately West of the airport site. The terrain is similar and is worthy of consideration.

"It is further recommended that immediate action be taken to clarify the status of these two conflicting projects."

Findings:

1. The reply of the Commissioners Court, JEFFERSON COUNTY, referred to in Proposal No. 3, above, reads as follows:

"1. Inasmuch as the County Bond Issue was contingent upon the completion of a Class 4 Civil Airport at this location, the County Commissioners do not believe it is possible or legal to accept Proposition No. 1 in the letter of Lt. Commander Nichols. This action is also based upon the fact that Jefferson County is now operating under a contract with the Civil Aeronautics Administration for the construction of an airport.

"2. The County Commissioners are willing to cooperate with the Navy Department in every way possible in developing a lighter-than-air base on the present airport property, provided it is so designed as to permit the completion of a Class 4 Airport with adequate room for 5,000 ft. runways, taxiways, and building area. This is further conditioned upon the understanding that the airport would remain the property of the County, and that the Navy would be permitted to use it for the duration of the present emergency and for six months thereafter, provided that the Navy Department will permit scheduled airlines to operate into and from this field. This arrangement is predicated upon the understanding that the County would secure the same size airport they now have withouty any additional cost to the County.

"It should be noted that the present proposal for the combination airport and lighter-than-air base is not acceptable for the reason that it does not leave sufficient building area for the County. A large portion of the field will be on low ground, and will undoubtedly be under water during heavy rains. It is requested that the Navy Department attempt to develop a more satisfactory combination airport and lighter-than-air base on this site. It is understood any change in the proposed plans must be approved by the Civil Aeronautics Administration, Washington, D. C., and Jefferson County. The plan suggested by the Navy for a combination base will result in a four months' delay in present airport construction. Jefferson County will not consent for the construction on the present airport to be stopped pending negotiations with the Navy, and desires the present construction under the C.A.A. contract to continue without interruption.

"3. The Commissioners' Court feels obligated to provide the County with a Class 4 Airport for civil use at the close of the war, and for airline facilities during the present emergency. If this is not possible, we see no reason why the Navy could not construct a lighter-than-air base immediately West of the present airport where the land is very similar to the present airport terrain and where there is adequate room for expansion."



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2. The following letter, dated September 2, 1942, from Mr. C. L. Willis, Jr., District Airport Engineer, CAA, was addressed to Lt. Commander Madison Nichols, U.S. N.R., Naval Air Station, BEAUMONT, TEXAS:

"At the time of the conference held on August 31, I thought it would be possible to work out a joint use of the airport site. After giving the matter further consideration, I am recommending that the Navy move the LTA base to another site.

"If the development of your project had been coordinated with this office in the earlier stages of development, much of the present delay and misunderstanding could have been avoided. We have requested an immediate clarification of this conflict in projects.

"If I can be of further assistance, please inform me."

3. At Meeting No. 121, the IATCB made the following recommendation:

"That the site located 10 miles from BEAUMONT and 8 miles from PORT ARTHUR, TEXAS (known as Mid-City Airport) be approved for a Naval Air Station (LTA)and for such Army Bombardment Units as are required by the Sea Frontier Commander in connection with Anti-Submarine Warfare Activities."

4. At Meeting No. 142-143, August 25-26, it was recommended "That this airport (Mid-City) be constructed to Army standards and is approved for Navy use except when required for active defense purposes by the Army".

RECOMMENDATIONS:

That the Navy member of the IATCB ascertain whether or not simultaneous operations, Commercial and Lighter-Than-Air, can be conducted from the Mid-City Airport, BEAUMONT, TEXAS.

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B. HOUMA, LOUISIANA - CONSTRUCTION OF AIRPORT.

Discussion:

The Secretary of the Board presented the following letter, dated September 7, 1942, received from Mr. A. E. Dyatt, Acting Supervisor of Airports, subject "HOUMA, LOUISIANA, Municipal Airport":

"Reference is made to our letter of August 29, signed by Mr. S. E. Travis, Jr., Supervisor of Airports, regarding the Navy occupancy of the Jefferson County, Texas, and the Houma, Louisiana, airports.

"A conference was held in Houma, Louisiana, on September 2, for the purpose of coordinating the construction contemplated by the Navy for the establishment of a lighter-than-air base with the C.A.A. construction now under contract.

"Before outlining the results of the conference, a brief history of this project is submitted below to facilitate your review of this matter.

"1. The development of this airport is under our 'C' Program and provides for clearing, grading, draining, seeding, sodding, and fencing the site; paving of the NW-SE and NE-SW runways 150' x 4000', the installation of a lighting system.

"2. The site chosen is located three miles East-South-East of Houma on relatively high ground and is bounded on the North by a navigable bayou and on the South by low swampy terrain. The extent of high ground available is sufficient for the further expansion of this airport to Class IV dimensions.

"3. The contract for the construction of this airport was awarded on Februar



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20, 1942, to Stevens and Company, New Orleans, Louisiana, and work was initiated on March 31. As of August 25, the project was 33% complete, with 83% of the pipe drain being in place and 31% of the shell base course for runways being constructed.

"4. The development of this site was originally requested by the Third Air Force for Task Force use. A Third Air Force site board inspected this site and declared it not suitable for development as an Operational Training Unit Auxiliary field for heavy and medium bombardment because of space limitations.

"5. The recommendations from Headquarters, Third Air Force, to the Commanding General, Army Air Forces, Attention - Director of Base Services, were that the site was included in the Third Air Force requirements for a Fighter Command Station and its use for this purpose be approved, and that construction in addition to present program was not contemplated.

"6. The recommendations from Headquarters, Third Air Forces, to the Division Engineer, U. S. Engineer Department, at Vicksburg, Mississippi, were that the site for use as a Fighter Command Station was approved and that completion of the CAA Program should be expedited.

"7. In the minutes of the Interdepartmental Air Traffic Control Board Meeting No. 121, it was recommended that the site be approved for a Naval Air Station for Sirship purposes and for such Army bombardment units as are requested by the Sea Frontier Commander in connection with anti-submarine warfare activities.

"At the conference in Houma, a preliminary layout plan showing the construction contemplated by the Navy, with the C.A.A. construction super-imposed, was submitted by the Navy representative for study. The Navy layout of landing mat, mooring sites, hangars, and runways was arranged in such a manner that the C.A.A. construction could not be utilized. The Navy representative pointed out that a serious attempt had been made to design the Navy layout so as to utilize our construction but that all efforts in this direction had failed for the following reasons:

> "As our layout is located on the higher portions of the site, any attempt to use these runways in the Navy layout would necessitate the location of the Navy's facilities South of our layout on the swampy portion of the site, necessitating high construction and drainage cost, besides making it necessary for the Navy to obtain additional property, some of which is owned by a sugar corporation and will be difficult and expensive to acquire.

"As this site has been approved for the joint use of the Navy and Army with the Army requiring landing facilities, the abandonment of our runways necessitates the location of runways elsewhere on the plan. To satisfy this requirement, the Navy, on the plans, have indicated proposed runways South of their building and landing area on the swampy portions of the site.

"It was brought to the attention of the Navy representative at the conference that as our runways could not be used in their plans, that possibly a new location for the lighter-than-air base could be chosen in order not to abandon our project which is approximately 33% complete. He advised that according to the Naval Site Board, there were no other suitable sites in the vicinity of Houma and that any other location away from Houma would not fit with the activities planned from the Houma Base.

"It was pointed out at the conference by the Navy representatives that the sponsors of the C.A.A. project, the City of Houma and the Parish of Terrebonne, were agreeable to the Navy's plans.

"In view of the above information, it appears that one of four possible procedures must be followed in order to expedite the construction of a usable airport at Houma whetherit be a complete lighter-than-air base or an airport of the size contemplated by the C.A.A. to serve the Armed Forces by providing limited facilities during the war and to serve as a civil airport in the future. The four possible procedures are as follows:

"1. A new site to be developed to a complete lighter-than-air base be chosen



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by the Navy Department and the C.A.A. construction under contract be completed as planned.

"Adherence to this procedure is contingent upon the Navy's selecting an alternate site, which seems unlikely inasmuch as the Navy Site Board is of the opinion that the Houma site is the only suitable site in this locality.

"2. The Navy Department develop a plan for a base which will utilize the C.A.A. construction under contract.

"As outlined previously in this report, the C.A.A. construction cannot be used satisfactorily in combination with the Navy plan.

"3. The C.A.A. abandon its construction as now underway and use the C.A.A. funds to construct runways according to the Navy plan.

"To follow this procedure would necessitate the abandonment of construction already partially completed, the expenditure of additional funds for more expensive runway construction due to unsuitable soil, and the acquisition of additional land by the sponsors.

"4. The C.A.A. cancel its contract and withdraw its funds from the project.

"This procedure would necessitate the cancellation of a contract partially completed with the resulting waste of time and material.

"Apparently the Navy needs a lighter-than-air base in this locality, particularly within a few miles of Houma. If it is true that an alternate site cannot be found in this vicinity, and if our construction cannot be made part of the Navy layout, it is believed that to expedite the construction of essential facilities for the Navy, it would be practicable and justifiable for the C.A.A. to cancel its contract and withdraw its funds from this project in view of the fact that the proposed Naval Base, involving the expenditure of some millions of dollars, is anticipated to be of permanent nature, with the resulting possible curtailment of civilian operations from this airport in the future.

"The Navy layout has not as yet been submitted to higher authority for approval, and this report is submitted for your information and guidance in the final approval of this matter by the Armed Forces and the C.A.A."

RECOMMENDATIONS:

1. That approval for construction and use of the Houma Airport, HOUMA, LOUISIANA, for Navy Lighter-Than-Air operations be reaffirmed.

2. That the CAA be advised by the Navy as to the means for reimbursement of funds already expended on the Houma Airport.

* * * *

2. DANGER AREAS:

A. CRATERS OF THE MOON, IDAHO - AERIAL GUNNERY.

Discussion:

The Secretary of the Board presented a request from the Commanding General, Second Air Force, submitted through the War Department member, for approval of an Aerial Gunnery Range in the vicinity of CRATERS OF THE MOON, IDAHO.



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Meeting No. 155 September 15, 1942

Findings:

1. The proposed site is described as follows:

Latitude 42° 49' to Latitude 43° 22'; Longitude 113° 14' to Longitude 113° 38'.

2. This site is located approximately 40 miles Southwest of the Naval Pocatello Bombing Range, previously approved by the IATCB, and is between Amber Airway No. 2 and Red Airway No. 1, both leading into SALT LAKE CITY, UTAH.

RECOMMENDATIONS:

1. That the following described site located in the vicinity of CRATERS OF THE MOON, IDAHO, be approved for use as an Aerial Gunnery Range:

Latitude 42° 49' to Latitude 43° 22'; Longitude 113° 14' to Longitude 113° 38'.

2. That the above described site be designated a Danger Area, published in "Notices to Airmen" and plotted on Aeronautical Charts.

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B. WALLA WALLA, WASHINGTON - AERIAL GUNNERY RANGE

Discussion:

The Secretary of the Board presented a request from the Director of Base Services, submitted through the War Department member, for approval of a site near WALLA WALLA, WASHINGTON, to be used as a Gunnery Range for units of the WALLA WALLA Army Air Base.

Findings:

1. The proposed site is described as follows:

One mile square, centered on Latitude 46° 07' 30", Longitude 118° 08'.

2. This site is located 9½ miles East-Northeast of the WALLA WALLA Army Air Base and within Blue Airway No. 1.

3. The Walla Walla Army Air Base has never been approved by the IATCB.

RECOMMENDATIONS:

1. That the Walla Walla Army Air Base, WALLA WALLA, WASHINGTON, be approved.

2. That the following described site be approved for use as a gunnery range for units of the Walla Walla Army Air Base:

One mile square, centered on Latitude 46° 07' 30", Longitude 118° 08'.

3. That the above described area be designated a Danger Area, published in "Notices to Airmen" and plotted on Aeronautical Charts.

4. That Standard Range Approach Channels be established on the North and South legs of the Walla Walla Radio Range.

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C. BOISE, IDAHO - GROUND TO AIR GUNNERY RANGE.



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Discussion:

The Secretary of the Board presented a request from the Director of Base Services, submitted through the War Department member, for approval of a site to be used for a Ground to Ground Gunnery Range immediately South of and adjacent to Gowen Field, BOISE, IDAHO.

Findings:

1. The proposed site will extend approximately 3-1/4 miles South of the cantonment area and will be approximately 2 miles wide.

2. This site lies within Red Airway No. 1 at Latitude 43° 33', Longitude 116° 14'.

3. Proposed site is on the on course signal of the Southeast leg of the BOISE Radio Range, which is the let-down leg.

RECOMMENDATION:

1. That a site located within Red Airway No. 1 at Latitude 43° 33', Longitude 116° 14' be approved for use as a Ground to Ground Gunnery Range immediately South of and adjacent to Gowen Field, BOISE, IDAHO.

2. That observers be posted in such a manner to observe the approach of aircraft to the gunnery range in order that firing may be suspended until such aircraft has passed beyond the gunnery range and that the proposed site not be designated a Danger Area.

* * * *

D. BOISE, IDAHO - BOMBING TARGETS

Discussion:

The Secretary of the Board presented a request from Headquarters, Second Air Force, submitted through the War Department member, for approval of three bombing targets, in the vicinity of BOISE, IDAHO.

Findings:

1. The proposed bombing target sites are described as follows:

Target #1 - An area 16 square miles located at Latitude 43° 23', Longitude 116° 21'.
Target #2 - An area one mile square; Southeast corner Latitude 43° 17' Longitude 116° 26'.
Target #3 - An area one mile square; Southeast corner Latitude 43° 12' Longitude 116° 15'.

2. Target #1 was approved by the LATCB at Meeting No. 91, May 29, 1942; at Meeting No. 150, September 8, 1942, the coordinates given at Meeting No. 91 were corrected.

RECOMMENDATIONS:

1. That the following described area which includes Bombing Targets 1, 2, and 3 be approved:

Bounded on the West by Longitude 116° 30', on the South by Latitude 43° 10', on the East by Longitude 116° 12', to the South-Southwestern boundary of Red Airway No. 1 and on the North by Latitude 43° 24' 30" to the Southwest Boundary of Red Airway No. 1 and along such boundary to complete the area.

2. That the above described area be designated a Danger Area, published in CAA Notices to Airmen and plotted on Coast and Geodetic Survey Aeronautical Charts.



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Meeting No. 155 September 15, 1942

E. SAYLOR CREEK, IDAHO - AERIAL GUNNERY.

Discussion:

The Secretary of the Board presented a request from Headquarters, Second Air Force, submitted through the War Department member for approval of a Gunnery Range in the vicinity of SAYLOR CREEK, IDAHO.

Findings:

The proposed site is described as follows:

> Beginning at Latitude 42° 51', Longitude 115° 40'; thence due East on said Latitude to the South edge of Red Airway No. 1; thence Southeasterly along said airway to Longitude 115° 03'; thence South on said Longitude to Longitude 115° 40'; thence due North to Latitude 42° 51' and point of origin.

RECOMMENDATIONS:

1. That the following described site located in the vicinity of SAYLOR CREEK, IDAHO, be approved for use as a Gunnery Range for aerial gunnery:

> Beginning at Latitude 42° 51', Longitude 115° 40'; thence due East on said Latitude to the South edge of Red Airway No. 1; thence southeasterly along said airway to Longitude 115° 03'; thence South on said Longitude to Longitude 115° 40'; thence due North to Latitude 42° 51' and point of origin.

2. That the above described area be designated a Danger Area, published in "Notices to Airmen" and plotted on Aeronautical Charts.

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F. SPOKANE, WASHINGTON - AERIAL GUNNERY AND BOMBING RANGE

Discussion:

The Secretary of the Board presented a verbal request from the Second Air Force, submitted through the War Department member, for approval of an Aerial Gunnery and Bombing Range in the vicinity of SPOKANE, WASHINGTON.

Findings:

1. The proposed site is described as follows:

> Starting at point on highway U. S. #395 Longitude 118° 07'. Latitude 47° 14'; thence Northeasterly along said highway to Longitude 118° 02', Latitude 47° 16' 30"; thence due East to Longitude 117° 57', Latitude 47° 16' 30"; thence due South to Longitude 117° 57', Latitude 47° 10' 30"; thence due West to Longitude 118° 07', Latitude 47°10' 30", thence North to Longitude 118° 07', Latitude 47° 14', the point of origin.

2. This range is to be used by units of the Second Air Force stationed at Geiger Field, SPOKANE, WASHINGTON.

RECOMMENDATIONS:

1. That the following described site in the vicinity of SPOKANE, WASHINGTON, be approved for an Aerial Gunnery and Bombing Range for use by units of the Second Air Force stationed at Geiger Field, SPOKANE, WASHINGTON:



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Starting at point on highway U. S. #395, Longitude 118° 07', Latitude 47° 14'; thence Northeasterly along said highway to Longitude 118° 02', Latitude 47° 16' 30"; thence due East to Longitude 117° 57', Latitude 47° 16' 30"; thence due South to Longitude 117° 57', Latitude 47° 10' 30"; thence due West to Longitude 118° 07', Latitude 47° 10' 30"; thence North to Longitude 118° 07', Latitude 47° 14', the point of origin.

2. That the above described area be designated a Danger Area, published in "Notices to Airmen" and plotted on Aeronautical Charts.

* * * * * * * * *

3. MEMORANDUM FOR THE RECORD:

A. LEWISTOWN, ILLINOIS

Discussion:

The Secretary of the Board presented the following memorandum, dated September 12, 1942, from the Corps of Engineers, subject "Proposed Site for Ground Troops Construction Project."

"1. A proposed site for a Triangular Division camp near LEWISTOWN, ILLINOIS, was approved July 2, 1942, at Meeting No. 112 of the Interdepartmental Air Traffic Control Board.

"2. On September 4, 1942, a directive was issued by this office for the construction of the cantonment area at this location.

"3. It is, however, intended that the Lewistown site will not be used for a Triangular Division. Miscellaneous Services of Supply troops will be trained at this center and it is planned that there will be no artillery firing. Training aids will probably only include small arms and miniature anti-aircraft firing ranges.

"4. It may, therefore, not be necessary to establish a Danger Area over the LEWISTOWN site."

RECOMMENDATIONS:

That the Secretary of the Board make the necessary arrangements to have the area, referred to above, published in "Weekly Notices to Airmen" as a Danger Area, and plotted on Aeronautical Charts.

* * * * * * * * *

B. MEDFORD, OREGON

Discussion :

The Secretary of the Board read the following Memorandum for the Record:

"In Meeting No. 139 of August 20, 1942, recommendation No. 2, Subject No. 2, should be corrected as indicated by underlining:

'2. That high angle ground-to-ground firing in the Camp White reservation be prohibited during periods when flights are conducted over Amber Airway No. 1 between MEDFORD and EUGENE under instrument flight rules.'"

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C. CORRECTION TO MEETING NO. 145.

Discussion:

The Secretary of the Board read the following Memorandum for the Record:

"Subject: Correction to Meeting No. 145.

"1. Subject 2-B is entitled 'WASHINGTON AND DUNGENESS' but should be entitled SLIP POINT AND WASHINGTON.'

"2. Likewise Recommendation 1 should be changed to read:

'1. That the following described areas be approved for the purpose of conducting aerial gunnery in the vicinity of SLIP POINT AND DUNGENESS, WASHINGTON.'"

* * * * * * * * * *

J. B. HARTRANFT, JR.,
Major, A.C.,
Secretary

Earl F. Ward
EARL F. WARD,
CAA Representative

J. B. VOIT,
Lt. Comdr., USN,
Navy Department Representative

C. B. LOBER,
Colonel, A.C.
War Department Representative

CUY LEAZAR,
CAA Representative

The above recommendations are within the policies established by the War Aviation Committee and are approved.

For the War Aviation Committee:

JAMES B. NEMAN, Jr.
Colonel, Air Corps
Executive



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J.A.M.

INTERDEPARTMENTAL
AIR TRAFFIC CONTROL BOARD
Washington, D. C.

Meeting No. 156 — September 16, 1942

Time: 1:00 P.M. to 5:00 P.M.

Place: IATCB Room, Army Air Forces Annex #1, Washington, D. C.

Members Present:

C. B. Lober, Colonel, AC
J. B. Voit, Lt. Comdr., USN
Gus Lenzar, CAB

Alternates Present:

John L. Huber, CAA
C. F. Cornish, Major, AC

Secretary: J. B. Hartranft, Jr., Major, AC

Witnesses Appearing:

L. N. Logan, Comdr., USN, Bureau of Aeronautics
J. R. Nash, Capt., AC, Buildings and Grounds Division
A. M. Kruse, Office of the Chief of Engineers
J. R. Yarrow, CAA, Airport Division
E. W. Piltz, CAA, Flight Information Section

SUBJECTS:


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* * * * *

1. GLIDER TRAINING AREA - ARTESIA, NEW MEXICO

Discussion:

The Secretary of the Board reopened the case of the ARTESIA, NEW MEXICO glider training area, previously disapproved at Meeting No. 149 of the IATCB, by presenting a memorandum dated July 16, 1942 from the War Department member. This memorandum is quoted in Finding No. 1 below.

Findings:

1. Memorandum dated July 16, 1942 from the War Department member subject "Artesia, N. Mex." reads as follows:

"1. It is requested that the action taken by the IATCB in Meeting No. 149 in disapproving the allocation of an area to the West Coast Training Center for pre-glider training in the vicinity of Artesia, N. Mex. be reconsidered.

"2. The proposed area does not conflict with any known scheduled air traffic. The known scheduled traffic in the vicinity is from Albuquerque to Roswell to Hobbs to Carlsbad to El Paso.





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"3. The conflict between the requested area and the danger area south of Roswell can be controlled by the West Coast Training Center since both activities are operated under that Command.

"4. It is requested that action be expedited."

2. The request for the Glider Training Area at ARTESIA was not concurred in by A-3, Assistant Chief of Air Staff. However, at the time such non-concurrance was made it was not clearly understood what type of operations were to be conducted in the area and that such operations contemplated would not constitute interference with operations of the 2nd Air Force and that the only conflict existing is between units of the West Coast Training Center which that Training Center could handle.

RECOMMENDATIONS:

1. That the disapproval of a Glider Training Area at ARTESIA, NEW MEXICO in Meeting No. 149 be rescinded.

2. That an area in the vicinity of ARTESIA, NEW MEXICO described as being bounded on the North by Latitude 33°00'; on the East by Longitude 103° 51'; on the South by Latitude 32° 44'; and on the West by the PECOS River, be set aside as a Pre-Glider Flight Training Area under the control of the West Coast Training Center.

3. The above recommendation includes approval of the use of a Main Base and 4 Outlying Fields within said area.

4. That the West Coast Training Center coordinate contemplated activities between the Pre-Glider Flight Training conducted out of ARTESIA, NEW MEXICO and the Aerial Gunnery and Bombing activities conducted out of ROSWELL, NEW MEXICO.

* * * * *

2. AIRPORT - SHAWNEE, OKLAHOMA - MARINE CORPS GLIDER BASE

Discussion:

The Secretary of the Board presented a request from the Navy Bureau of Aeronautics, submitted through the Navy member, for approval of a site at SHAWNEE, OKLAHOMA as a Marine Corps Glider Base.

Findings:

1. The site requested is the Shawnee Municipal Airport located at Latitude 35° 21', Longitude 96° 57'.

2. CPT operations on the Shawnee Municipal Airport consist of 26 Army Trainees, 10 Navy Trainees, and 110 other Trainees, a total of 146.

3. Commander Coykendall, a member of the Navy Site Selection Committee advises that he has been informed by the City Manager of the City of SHAWNEE that the city will provide a site of 160 acres near AYEDELOTTE, OKLAHOMA for CPT operations and further advises that this arrangement is satisfactory to Mr. L. E. Reardon, the CPT Operator.

4. The War Department member stated that the site at SHAWNEE had been requested for Third Air Force OTU advance planning purposes but the last list submitted to the Director of Base Services by the Third Air Force does not include SHAWNEE and that Colonel Fisher of the A-3 Section of the Third Air Force advised that the Third Air Force does not desire the site at SHAWNEE.

RECOMMENDATIONS:

1. That the proposed site located at Latitude 35° 21', Longitude 96° 57' be approved for use as a Marine Corps Glider Base.



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2. That any outlying fields required in connection with the Glider Base at SHAWNEE be located North of the Northern boundary of the Ardmore Army Glider Area at Latitude 34° 43' and to the South of a line extending generally Southeasterly from the Town of SHAWNEE, OKLAHOMA to a point at Latitude 35° 01', Longitude 96° 00'.

* * * * *

3. RANGE APPROACH CHANNELS:

A. DALLAS AND FORT WORTH, TEXAS

Discussion:

The Secretary of the Board presented a letter dated June 29, 1942 from the Regional Manager, 4th CAA Region, submitted through the CAA member, wherein it was indicated that local conferences were held at Hicks Field, FORT WORTH, TEXAS on February 26, 1942, and at Love Field, DALLAS, TEXAS on March 13, 1942 for the purpose of establishing Range Approach Channels on the FORT WORTH and DALLAS, TEXAS Radio Ranges. At the conferences, the various representatives of aeronautical interests in that area agreed to the establishment of the Range Approach Channels, however, when charts showing the proposed channels and the minutes of the two conferences were prepared and distributed for approval and/or comments, replies received by the Regional Manager indicated that there had been a change of minds since the dates of the conferences and the proposed Range Approach Channels were not approved by all concerned. In his letter, the Regional Manager requested the IATCB to establish Range Approach Channels at FORT WORTH and DALLAS, TEXAS as he felt that nothing worthwhile could be accomplished in the way of a mutually satisfactory settlement.

RECOMMENDATIONS:

That the request of the Regional Manager, 4th CAA Region, for the establishment of Range Approach Channels on the FORT WORTH and DALLAS, TEXAS Radio Ranges be referred to the Fort Worth Sub-Committee of the IATCB.

* * * * *

B. AUGUSTA, GEORGIA

Discussion:

The Secretary of the Board presented a request from the Commanding Officer, Air Corps Training Detachment, Georgia Aero Tech, AUGUSTA, GEORGIA, received through the War Department member, for the establishment of a Local Flying Area for activities conducted out of Bush Field and an Auxiliary Field to Bush Field; and a request from the Military Air Traffic Control Division for the establishment of a Modified Radio Range Approach Channel on the Southeast leg of the AUGUSTA Radio Range.

Findings:

1. There does not appear to be sufficient flying activity out of Bush Field and its Auxiliary Field near WAYNESBORO, GEORGIA to establish a Local Flying Area.

2. At Meeting No. 111, the IATCB approved the establishment of a Standard Range Approach Channel on the Northwest leg of the AUGUSTA Radio Range and the establishment of a Modified Range Approach Channel two miles East of the center of the Southwest leg of the AUGUSTA Radio Range to the boundary of Red Airway No. 10.

RECOMMENDATIONS:

1. That the request for the establishment of a Local Flying Area for Bush Field, AUGUSTA, GEORGIA and its Auxiliary Field near WAYNESBORO, GEORGIA be disapproved.

2. That a Standard Radio Range Approach Channel be established on the Southeast leg of the AUGUSTA Radio Range.

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4. NEW HACKENSACK, NEW YORK - RELOCATION OF RADIO RANGE

Discussion:

The Secretary of the Board presented a recommendation from the Director of War Organization and Movement that the NEW HACKENSACK, NEW YORK Radio Range be relocated to some other site so that the North leg would not pass over the HYDE PARK, NEW YORK Air Space Reservation.

Findings:

The recommendation of the Director of War Organization and Movement was coordinated by the Military Director of Civil Aviation with all interested Army Air Forces agencies and was approved by them.

RECOMMENDATIONS:

That the NEW HACKENSACK, NEW YORK Radio Range be relocated to the West of the Hudson River and the North leg aligned to lie outside of the HYDE PARK, NEW YORK Air Space Reservation; the South leg to be aligned on the Whitman Fan Marker; and the East leg to be aligned on the NEW HACKENSACK Airport.

* * * * *

5. DANGER AREAS:

A. GOLDSTON, NORTH CAROLINA - FIELD TRAINING CAMP

Discussion:

The Secretary of the Board presented a request from the Corps of Engineers for approval of a site in the vicinity of GOLDSTON, NORTH CAROLINA for a Field Training Camp.

Findings:

1. The proposed site is described as beginning at the Town of Siler City and its intersection with the A & Y Railroad; thence Southeasterly along said railroad to its intersection with U. S. Highway #15; thence Northerly along said highway to its intersection with Rocky River; thence Northwesterly along the South bank of said river to its intersection with the East branch of said river; thence Northerly along said branch to a high tension wire running between Pittsboro and Siler City; thence West along said high tension line to Rocky River; thence Northwesterly along said river to the intersection of U. S. Highway 64; thence Westerly along said highway to Siler City and the point of origin.

2. Artillery to be used at the proposed camp will be up to 155 mm Howitzers.

3. The proposed site is not within the confines of any existing civil airway.

RECOMMENDATIONS:

1. That the following described area in the vicinity of GOLDSTON, NORTH CAROLINA be approved for a Field Training Camp:

Beginning at the Town of Siler City and its intersection with the A & Y Railroad; thence Southeasterly along said railroad to its intersection with U. S. Highway #15; thence Northerly along said highway to the intersection with Rocky River; thence Northwesterly along the South Bank of said river to its intersection with the East branch of said river; thence Northerly along said branch to a high tension wire running between Pittsboro and Siler City; thence West along said high tension line to Rocky River; thence Northwesterly along said river to the intersection of U. S. Highway 64; thence Westerly along said highway to Siler City and the point of origin.



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2. That a Danger Area be designated over the area described in Recommendation No. 1 above.

3. That the designated Danger Area be published in CAA Notices to Airmen and shown on Coast and Geodetic Survey Aeronautical Charts upon receipt of notice of the issuance of the construction permit for the proposed camp.

* * * * *

B. GATESVILLE, TEXAS - REPLACEMENT AND BASIC TRAINING CENTER

Discussion:

The Secretary of the Board presented a request from the Corps of Engineers for approval of a site as an addition to Camp Hood, GATESVILLE, TEXAS for a Replacement and Basic Training Center.

Findings:

1. Artillery firing at Camp Hood and the proposed Replacement and Basic Training Center will be up to 155 mm Howitzers.

2. The proposed site is not within the confines of any existing civil airway.

3. The site for Camp Hood and the proposed addition is described as follows:

Bounded by a line beginning at the Town of Gatesville; thence Southeast to the Town of Flat; thence Southerly to the Town of Brookhaven; thence Southwesterly to the Town of Killeen; thence to a point at Latitude 31° 01', Longitude 97° 47'; thence due West on said Latitude to Longitude 97° 57'; thence Northerly to the Town of Capperas Cove; thence Northerly to the Town of Pidcoke; thence Northeast to the Town of Gatesville, the point of origin.

RECOMMENDATIONS:

1. That the proposed Replacement and Basic Training Center at Camp Hood, GATESVILLE, TEXAS be approved.

2. That a Danger Area described as follows be designated over Camp Hood and the proposed Replacement and Basic Training Center:

Bounded by a line beginning at the Town of Gatesville; thence Southeast to the Town of Flat; thence Southerly to the Town of Brookhaven; thence Southwesterly to the Town of Killeen; thence to a point at Latitude 31° 01', Longitude 97° 47'; thence due West on said Latitude to Longitude 97° 57'; thence Northerly to the Town of Capperas Cove; thence Northerly to the Town of Pidcoke; thence Northeast to the Town of Gatesville, the point of origin.

3. That the above designated Danger Area be published in CAA Notices to Airmen and shown on Coast and Geodetic Survey Aeronautical Charts.

* * * * *

C. FORT NIAGARA, NEW YORK - AIR TO GROUND GUNNERY RANGE

Discussion:

The Secretary of the Board presented a request from the Director of Base Services for approval of an Air to Ground Gunnery Range in Lake Ontario, adjoining the FORT NIAGARA, NEW YORK Military Reservation.

Findings:

1. The proposed Range is 3,000 square feet in area and is entirely within Amber Airway No. 6.



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2. This request was investigated by the War Department member and the following letter dated August 23, 1942 concerning this subject was received from Lt. Col. William L. Kimball, Air Corps Resident Representative, Air Corps Materiel Division, Niagara Falls, New York:

"1. In accordance with telephone conversation between Colonel Lober and the undersigned August 11, relocation of subject firing range has been investigated.

"2 . Even though the range, as proposed, falls within Amber Airway No. 6, it is believed that it should remain in the proposed location for the following reasons:

"a. Traffic along Amber Airway #6 is very light.

"b. Firing will never be done in Instrument Weather. There will be no dispersal of projectiles upward, as all firing is directed into the water from less than 2,000 feet.

"c. Proposed area is adjacent to Ft. Niagara Military Reservation, which will afford proper policing along the shore at all times.

"d. Proposed area is within one (1) mile of the Youngstown Coast Guard Station, which affords adequate policing of the area by boat. C and d above, could not be accomplished if this range were moved farther east along the Lake Front.

"e. The approach to this range is over the Ft. Niagara Target Range, which would afford a much better emergency landing field, than could be had farther East, should forced landing be necessary.

"f. There is no reasonably uninhabited portion of Lake Front east of Ft. Niagara which could be used as an approach to relocated range.

"g. The present location of the range would be adjacent to a large area over Canada, which is already Restricted at the present time and which also protrudes into Amber Airway #6 for seven (7) miles.

"In this connection, the Lake Ontario Ordnance Plant is being constructed over an area of approximately sixteen (16) square miles, about five (5) miles Southeast of Ft. Niagara, which will undoubtedly be a restricted flying area upon its completion. This area is located approximately in the center of Amber Airway No. 6.

"3. Undersigned has discussed above range with Military Personnel in this Area, and it is believed by all concerned, that points in favor of present location of this range outweigh the fact that it lies within Amber Airway No. 6."

3. By 1st Indorsement dated August 26, 1942, the above letter was concurred in and approval of the range recommended by the Resident Representative, Army Air Forces, Central Procurement District, Buffalo, New York.

RECOMMENDATIONS:

1. That Air to Ground Firing on a target located at Latitude 43° 16' 14", Longitude 79° 03' 40", near FORT NIAGARA, NEW YORK, be approved.

2. That such firing be conducted only when overcast or broken clouds are not less than 3500 feet above the level of Lake Ontario and when the visibility is 3 miles or better.

3. That every precaution be taken to insure that the operations do not constitute a hazard to other aircraft operating in this vicinity.

4. That no Danger Area be established over this target.

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D. GAINESVILLE, TEXAS - CAMP HOWZE

Discussion:

The CAA member of the IATCB is in receipt of a letter from the Regional Manager, Fourth CAA Region, inviting attention to the establishment of a camp site for two Armored Divisions located Northwest of GAINESVILLE, TEXAS.

Findings:

1. The camp site is located within Amber Airway No. 4 and extends across the center of the on course signal of the North leg of the FORT WORTH, TEXAS Radio Range.

2. A representative of the Army Ground Forces, Major R. E. Hawkins, stated that it would be practical to keep both the impact and firing positions to the West of the center of the on course signal of the North leg of the FORT WORTH Radio Range.

3. The camp site is reported as being 35% complete and it is intended to house two Armored Divisions, the activities of which will include 155 mm Howitzer firing to an altitude of 17,000 feet.

4. The firing area is defined as an area bounded by a line beginning at a point at Latitude 33° 40', Longitude 97° 16'; thence in a line due West to Longitude 97° 20'; thence due North to Latitude 33° 46'; thence due West to Longitude 97° 26'; thence due North to the Red River; thence generally Northeast along the Red River to Longitude 97° 16'; thence generally Southeast to the Town of Sivells Bend; thence South Southwest to the point of origin.

RECOMMENDATIONS:

1. That the Camp Howze Armored Division camp site near GAINESVILLE, TEXAS be approved.

2. That a Danger Area described as follows be designated over the firing area:

Bounded by a line beginning at a point at Latitude 33° 40', Longitude 97° 16'; thence in a line due West to Longitude 97° 20'; thence due North to Latitude 33° 46'; thence due West to Longitude 97° 26'; thence due North to the Red River; thence generally Northeast along the Red River to Longitude 97° 16'; thence generally Southeast to the Town of Sivells Bend; thence South Southwest to the point of origin.

3. That the above designated Danger Area be published in CAA Notices to Airmen and shown on Coast and Geodetic Survey Aeronautical Charts.

4. That the North leg of the Fort Worth, Texas Radio Range be reoriented approximately 5 degrees clockwise to bear approximately on the Town of Marietta.

5. That the North leg of the Dallas, Texas Radio Range be reoriented approximately 4 degrees clockwise to bear on the Town of Marietta.

6. That light Beacon No. 8 now located Northwest of Marietta be relocated in the vicinity of the Town of Marietta.

7. That light Beacon No. 5 now located to the West of Gainesville be relocated in the vicinity of Gainesville.

8. That the South leg of the Fort Worth Radio Range remain in its present alignment due to the Danger Areas established East of Granberry and adjacent to the West edge of Amber Airway No. 4.



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9. That no high angle artillery firing be conducted on the Camp Howze reservation until the reorientation of the radio ranges as stated above have been accomplished.

10. That the CAA expedite action on the above recommendations.

* * * * *

E. FORT MYERS, FLORIDA - GUNNERY RANGE

Discussion:

The Secretary of the Board presented a request from the Southeast Training Command for approval of an Aerial Gunnery Range in the vicinity of FORT MYERS, FLORIDA.

RECOMMENDATIONS:

That action on this request be deferred pending receipt of the Army/Navy agreement with regard to training activities in the State of FLORIDA.

* * * * *

J. B. Hartranft, Jr.
Major, AC
Secretary

Earl F. Ward
CAA Representative

C. B. Lober
Col., AC
War Department Representative

J. B. Voit
Lt. Comdr., USN
Navy Department Representative

Guy Leazar
CAB Representative

The above recommendations are within the policies established by the War Aviation Committee and are approved.

For the War Aviation Committee:

JAMES D. NEMAN, Jr.
Colonel, Air Corps
Executive



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AEA

INTERDEPARTMENTAL
AIR TRAFFIC CONTROL BOARD
WASHINGTON, D. C.

Meeting No. 157 September 17, 1942

Place: IATCB Room, Army Air Forces Annex No. 1, Washington, D. C.

Time: 1:00 p.m. to 5:00 p.m.

Members Present:

Earl F. Ward, CAA Presiding
C. B. Lober, Colonel, AC
J. B. Voit, Lt. Comdr., USN
Gus Leazar, CAB

Acting Secretary:

R. P. Hollingsworth, Captain, AC

Witnesses Appearing:

J. R. Nash, Capt., AC., Buildings & Grounds Division
J. R. Yarrow, CAA, Airport Division
E. W. Piltz, CAA-Flight Information Section
E. M. Kruse, Office, Chief of Engineers

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SUBJECTS: Page No.


1. AIRPORTS

A. CONNELLSVILLE, PENNSYLVANIA - MUNICIPAL - GLIDER SCHOOL . . . . 1
B. TO BE USED BY THE FLYING TRAINING COMMAND
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b. OKLAHOMA CITY, OKLAHOMA - CIMMARON FIELD - ELEMENTARY . . 2
c. ENID, OKLAHOMA - BASIC . . . . . 2
d. MUSKOGEE, OKLAHOMA - HATBOX FIELD - ELEMENTARY . . . . . 2
e. TULSA, OKLAHOMA - COMMERCIAL - ELEMENTARY . . . . . 2
C. ROSWELL, NEW MEXICO - 4 AUXILIARY FIELDS . . . . . 3
D. CARLSBAD, NEW MEXICO - AUXILIARY FIELD #4 . . . . . 3

2. DANGER AREAS

A. CARLSBAD, NEW MEXICO - 24 TARGET SITES . . . . . 4
B. ROSWELL, NEW MEXICO - 28 TARGET SITES . . . . . 4
C. DEMING, NEW MEXICO - 18 TARGET SITES . . . . . 4
D. HOBBS, NEW MEXICO - BOMBING TARGETS . . . . . 4


* * * * * * * * * *

1. AIRPORTS
A. CONNELLSVILLE, PENNSYLVANIA - MUNICIPAL - GLIDER SCHOOL

Discussion:

The Secretary of the Board presented a request from the Director of Base Services for approval of the use of the Municipal Airport, CONNELLSVILLE, PENNSYLVANIA, as a Basic Glider School Site.

Findings:

The Municipal Airport, CONNELLSVILLE, PENNSYLVANIA, is located at Latitude



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39° 58', Longitude 79° 39', 5.4 air miles Southwest of Connellsville, and 3 miles Southwest of Red Airway No. 20.

RECOMMENDATION:

That the Municipal Airport, CONNELLSVILLE, PENNSYLVANIA, located at Latitude 39° 58', Longitude 79° 39', be approved for use as a Basic Glider School Site.

* * * * * * * * *

B. TO BE USED BY THE FLYING TRAINING COMMAND

a. CHICKASHA, OKLAHOMA - ELEMENTARY
b. OKLAHOMA CITY, OKLAHOMA - CIMMARRON FIELD - ELEMENTARY
c. ENID, OKLAHOMA - BASIC
d. MUSKOGEE, OKLAHOMA - HATBOX FIELD - ELEMENTARY
e. TULSA, OKLAHOMA - COMMERCIAL - ELEMENTARY

Discussion:

The Secretary of the Board presented a request from the Assistant Chief of Air Staff, A-3 (AAF Operations) for the approval of the use of five sites in OKLAHOMA by the Flying Training Command.

| SITE | LOCATION | FINDINGS | RECOMMENDATIONS |
|---|---|---|---|
| a. CHICKASHA, OKLAHOMA | Lat. 35° 01' Long. 97° 55' | 1. Army operating 2 aux.fields, 6 miles east of main field. 2. Previously informally approved by telephone conversation with Comdr. Crommelin. | 1. Approved for Elementary Training. 2. No additional fields to be located eastward of the main base at CHICKASHA. |
| b. OKLAHOMA CITY, OKLAHOMA | CIMMARRON FLD. Lat. 35° 28' Long. 97° 49' | 1. Army operating 3 aux. fields out of Cimmarron Field: Fort Reno and Aux. #1 and #2. 2. Previously informally approved by telephone conversation with Comdr. Crommelin. | 1. Approved for Elementary Training. 2. No additional fields to be located eastward of the main base at CIMMARRON FIELD. |
| c. ENID, OKLAHOMA | Lat. 36° 23' Long. 97° 48' | 1. Approved in Meeting No. 147. | ---- |
| d. MUSKOGEE, OKLAHOMA | HATBOX FIELD Lat. 35° 45' Long. 95° 25' | ---- | Approved for Elementary Training. |
| e. TULSA, OKLAHOMA | Commercial Lat. 36° 03' Long. 95° 54' | Approved for OTU in Meeting No. 146 | Approved, subject to coordination with existing activities, for Elementary Training. |

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C. ROSWELL, NEW MEXICO - 4 AUXILIARY FIELDS

Discussion:

The Secretary of the Board presented a request from the Director of Base Services for the approval of the use of the Main Base and four auxiliary fields by the Army Air Forces Flying School at ROSWELL, NEW MEXICO.

Findings:

1. The Main Base for the Army Air Forces Flying School, ROSWELL, NEW MEXICO, is located at Latitude 33° 25', Longitude 104° 33'.

2. Auxiliary Field #1 to ROSWELL, NEW MEXICO, is located at Latitude 33° 14', Longitude 104 35' 30", in ROSWELL Danger Area #1.

3. Auxiliary Field #2 to ROSWELL, NEW MEXICO, is located at Latitude 33° 10', Longitude 104° 28', in Roswell Danger Area #1.

4. Auxiliary Field #3 to ROSWELL, NEW MEXICO, is located at Latitude 33° 08', Longitude 104° 33', in Roswell Danger Area #1.

5. Auxiliary Field #4 to ROSWELL, NEW MEXICO, is located at Latitude 32° 59', Longitude 104 30', in Roswell Danger Area #1.

RECOMMENDATIONS:

That the Main Base and four auxiliary fields as listed below be approved for use by the Army Air Forces Flying School at ROSWELL, NEW MEXICO:

| Site: | Latitude | Longitude |
|---|---|---|
| Main Base | 33° 25' | 104° 33' |
| Auxiliary #1 | 33° 14' | 104° 35' 30" |
| Auxiliary #2 | 33° 10' | 104° 28' |
| Auxiliary #3 | 33° 08' | 104° 33' |
| Auxiliary #4 | 32° 59' | 104° 30' |

* * * * * * * * *

D. CARLSBAD, NEW MEXICO - AUXILIARY FIELD NO. 4

Discussion:

The Secretary of the Board presented a request from the Director of Base Services for the approval of the use of Auxiliary Field #4 by the Army Air Forces Flying School at CARLSBAD, NEW MEXICO.

Findings:

Auxiliary Field #4 is located at Latitude 32° 15', Longitude 104° 14'.

RECOMMENDATIONS:

That Auxiliary Field #4, located at Latitude 32° 15', Longitude 104° 14', be approved for use by the Army Air Forces Flying School at CARLSBAD, NEW MEXICO.

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Meeting No. 157 September 17, 1942

2. DANGER AREAS

A. CARLSBAD, NEW MEXICO - 24 TARGET SITES
B. ROSWELL, NEW MEXICO - 28 TARGET SITES
C. DEMING, NEW MEXICO - 18 TARGET SITES
D. HOBBS, NEW MEXICO - 24 TARGET SITES

Discussion:

The Secretary of the Board presented a request from the Director of Base Services for the approval of miscellaneous target sites and designation of danger areas in the vicinity of CARLSBAD, ROSWELL, DEMING, and HOBBS, NEW MEXICO.

Findings:

1. Target sites #1, 2, 3, 4, 5, for CARLSBAD, NEW MEXICO, Army Flying School are located within ROSWELL DANGER AREA #1.* Target sites #11, 12, 13, 14, 15, 16, 17, 18, 19, and 20 for CARLSBAD, NEW MEXICO, are located within the CARLSBAD DANGER AREA.* Target sites #6, 7, 8, 9, 10, 21, 23, and 24 for CARLSBAD, NEW MEXICO, are located within the HOBBS DANGER AREA.*

2. In Meeting No. 72 of the IATCB the following recommendations were made for Danger Areas in the vicinity of ROSWELL, NEW MEXICO:

"1. That 'Area No. 1' be approved as requested for AAF Bombing Range except that the northern boundary of Danger Area #1, south of Roswell, New Mexico, be established along a straight line parallel with and 10 miles from the southern boundary of Danger Area north of Roswell, New Mexico, to provide a uniform flight channel between the two areas and to remove the southern danger area limits from the 3-mile traffic zone around the Roswell, New Mexico, Airport. The modified description of this area is as follows: Starting at a point, Latitude 33° 09', 30", Longitude 104° 10'; thence Northwest to Latitude 33° 28' 30", Longitude 104° 49'; thence Southwest to Latitude 33° 22'; Longitude 104° 55'; thence Southeast to Latitude 32° 27', Longitude 104° 23'; thence Northeast to Latitude 32° 33', Longitude 104° 09'; thence north-northwest to starting point.

"2. That 'Area No. 2', North of Roswell, New Mexico, and described as follows be approved for an AAF Bombing Range: Starting at a point, Latitude 33° 07', Longitude 103° 23'; thence north-northwest to Latitude 33° 49', Longitude 103° 26'; thence Northwest to Latitude 34° 14', Longitude 104° 20'; thence west-northwest to Latitude 34° 15', Longitude 104° 58'; thence south-southwest to Latitude 34° 04', Longitude 105° 02'; thence Southeast to Latitude 33° 35', Longitude 104° 39'; thence southeast to Latitude 33° 03', Longitude 103° 36'; thence east-northeast to starting point."

3. Target Sites #1 to #27, inclusive, for the ROSWELL, NEW MEXICO, Army Flying School are located within the Danger Area described in Finding No. 2 above. Target Site #28 is located just outside the west boundary of 'Area No. 2.'

4. Eighteen target sites requested by the DEMING, NEW MEXICO, Army Flying School are located in an area described as follows:

Beginning at the town of Deming; thence northerly in a straight line to Cooks Peak at Latitude 32° 02' 30", Longitude 107° 44'; thence northeasterly to the Rio Grande River at Latitude 32° 44';

* Note: Approved in Meeting No. 157



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Longitude 107° 17' 30"; thence southeasterly along the meanders of the Rio Grande River to the intersection of the Las Cruces-Hot Springs Highway; thence southeasterly along this highway through the town of Hatch to the intersection of said highway and west boundary of Amber Airway No. 3; thence in a southerly direction along said boundary of Amber Airway No. 3 to the northern boundary of Green Airway No. 5; thence westerly along the north boundary of Green Airway No. 5 to Latitude 31° 58' 30", Longitude 107° 45' 30"; thence in a northerly direction along county road to Deming, and point of origin.

5. Target sites #1, 2, 3, 4, 5, 6, and 7 requested by the Army Flying School, HOBBS, NEW MEXICO, are located within ROSWELL DANGER AREA #2.* Target sites #10, 12, 14, 15, 16, 17, 18, 19, 20, 21, and 22 for HOBBS, NEW MEXICO, are located within the HOBBS DANGER AREA.*

6. In Meeting No. 126 of the IATCB a Danger Area was designated for HOBBS, NEW MEXICO. This was amended in Meeting No. 141 as follows:

"1. That the Danger Area in the vicinity of HOBBS, NEW MEXICO, described in Meeting No. 126 be amended to read as follows:

"That two areas in the vicinity of HOBBS, NEW MEXICO, described below be designated Danger Areas:

"The first area is described as being bounded by a line beginning at the town of Bronco, Lat. 33° 15' N, Long 103° 02; thence due South to Lat. 32° 57' N; thence due West to Long. 103° 24' W; thence generally northwesterly in a straight line to a point at Lat. 33° 03' N, Long 103° 36' W; thence generally northeasterly in a straight line to a point at Lat. 33° 06' N, Long. 103° 18' W; thence due North to Lat. 33° 13' N; thence generally northeasterly in a straight line to the town of Tatum; thence due east to the town of Bronco, the point of origin.

"The second area is described as being bounded by a line beginning at Salt Lake, Lat. 32° 17' N, Long 104° W; thence generally north northeasterly in a straight line to the town of Maljamar; thence due north to Lat. 33° N; thence generally southeasterly in a straight line to a point at Lat. 32° 42' N, Long. 103° 15' W; thence South to Lat. 32° 17' N; thence due West to Salt Lake, Lat. 32° 17' N., Long. 104° W, the point of origin.

"2. That the Danger Area Chart shown in CAA Weekly Notices to Airmen dated August 13, 1942, be corrected in accordance with the above description."

7. Target sites #8, 9, 11, 13, 23, and 24 requested by the HOBBS, NEW MEXICO, Army Flying School, lie within a channel cleared for the operation of aircraft between Roswell, Hobbs, and Carlsbad, New Mexico.

8. A Glider Training Area for ARTESIA, NEW MEXICO, adjoining the West boundary of the HOBBS DANGER AREA was approved in Meeting No. 156 of the IATCB.

RECOMMENDATIONS:

1. That Bombing Target Sites Nos. 1 to 24, inclusive (located in Carlsbad, Roswell #1, and Hobbs #1 Danger Areas) be approved for the Army Flying School at CARLSBAD, NEW MEXICO, and a danger area to be known as the CARLSBAD, NEW MEXICO, DANGER AREA be designated, described as follows:

* Note: Approved in Meeting No. 157



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Beginning at a point on the New Mexico-Texas state line at Latitude 32° , Longitude 103° 37'; thence due north to Latitude 32° 10'; thence due west to Longitude 104° 03' 30"; thence due north to the town of Malaga at Latitude 32° 14', Longitude 104° 03' 30"; thence due west to Longitude 104° 26'; thence due south to Latitude 32° ; thence due east on the New Mexico-Texas state line to Latitude 32°; Longitude 103° 37', and the point of origin.

2. That Bombing Target Sites Nos. 1 to 28, inclusive, for the Army Flying School at ROSWELL, NEW MEXICO, be approved and two danger areas, to be known as ROSWELL #1 and ROSWELL #2 be designated, redefined as follows:

ROSWELL #1: Beginning at the town of ROSWELL: thence southeasterly along the AT & SF Railroad to the intersection of said railroad at Latitude 33° 15'; thence southerly to Latitude 32° 30', Longitude 104° 23'; thence due west to Longitude 104° 35'; thence northwesterly to Latitude 32° 52', Longitude 104° 55'; thence due north to the Capitan-Roswell Highway; thence easterly along this highway to Roswell and the point of origin.

ROSWELL #2: Beginning at Latitude 32° 58', Longitude 103° 02'; thence due north through the town of Bronco to Latitude 33° 18'; thence due west to a county road at Longitude 103° 28'; thence due north along said road to Latitude 33° 49' 30"; thence northeasterly to Latitude 34° 14', Longitude 104° 20'; thence westerly to Latitude 34° 15', Longitude 104° 58'; thence south southeasterly to Latitude 33° 41', Longitude 104° 50'; thence southeasterly to Latitude 32° 58', Longitude 103° 26'; thence due east to Latitude 32° 58', Longitude 103° 02', and the point of origin.

3. That 18 Bombing Target Sites for the Army Flying School at DEMING, NEW MEXICO, be approved and a danger to be known as the DEMING, NEW MEXICO, DANGER AREA be designated, described as follows:

Beginning at the town of Deming at Latitude 32° 16', Longitude 107° 45'; thence northerly to Cooks Peak at Latitude 32° 32' 30", Longitude 107° 44'; thence northeasterly to the Rio Grande River at Latitude 32° 44', Longitude 107° 17' 30"; thence southeasterly along the meanders of the Rio Grande River to the intersection of the Las Cruces-Hot Springs Highway; thence southeasterly along this highway through the town of Hatch to the intersection of said highway and west boundary of Amber Airway No. 3; thence in a southerly direction along said boundary of Amber Airway No. 3 to the Northern boundary of Green Airway No. 5; thence westerly along the northern boundary of Green Airway No. 5 to Latitude 31° 58' 30", Longitude 107° 45 30"; thence in a northerly direction along county road to Deming, and the point of origin.

4. That Bombing Target Sites Nos 1 to 7, incl.; Nos. 10 and 12; and Nos. 14 to 22, incl. (located in Roswell #2 and Hobbs #1 Danger Areas), be approved for the Army Flying School at HOBBS, NEW MEXICO, and a danger area to be known as the HOBBS, NEW MEXICO, DANGER AREA #1 be designated, redefined as follows:

Beginning at a point at Latitude 32° 20', Longitude 103° 15'; thence due north to Latitude 32° 43'; thence northwesterly to Latitude 33° 01', Longitude 103° 50' 30"; thence southerly to the town of Maljamar; thence south southwesterly to Latitude 32° 44', Longitude 103° 53'; thence due west to Longitude 104° 17'; thence due south to Latitude 32° 30'; thence due east to Longitude 104° ; thence due south to Latitude 32° 20'; thence due east to Latitude 32° 20', Longitude 103° 15', and point of origin.



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Meeting No. 157 September 17, 1942

5. That Bombing Target sites #8, 9, 11, and 13, requested by the Army Flying School, HOBBS, NEW MEXICO, be disapproved as they lie within a channel cleared for the operation of aircraft between Roswell, Hobbs, and Carlsbad, New Mexico.

6. That Bombing Target sites #23 and #24, be approved for the Army Flying School, HOBBS, NEW MEXICO and a danger area to be known as HOBBS DANGER AREA #2 be designated, described as follows:

A rectangular area lying between Latitudes 32° 25' and 32° 34' and Longitudes 103° 02' and 103° 06' 30".

7. That the Danger Areas described above be published in CAA Weekly "Notices to Airmen" and shown on Coast and Geodetic Survey Aeronautical Charts.

* * * * * * * *

J. B. HARTRAMPT, JR.,
Major, AC
Secretary, IATCB
9/18/42

EARL F. WARD
CAA Representative

C. B. LOBER,
Colonel, AC
War Department Representative

J. G. VOIT
Lt. Comdr., USN
Navy Department Representative

GUS LEAZAR
AC Representative

The above recommendations are within the policies established by the War Aviation Committee and are approved.

For the War Aviation Committee:

JAMES B. NEMTAN, Jr.
Colonel, Air Corps
Executive



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INTERDEPARTMENTAL
AIR TRAFFIC CONTROL BOARD
Washington, D. C.

September 18, 1942

Meeting No. 158.

Time: 1:00 P.M. to 5:00 P.M.

Place: IATCB Room, Army Air Forces Annex #1, Washington, D. C.

Members Present:

Earl F. Ward, CAA, Presiding
Gus Leazar, CAB
C. B. Lober, Colonel, AC
J. B. Voit, Lt. Comdr., USN

Secretary:

J. B. Hartranft, Jr., Major, AC
R. P. Hollingsworth, Capt., AC

Witnesses Appearing:

John R. Nash, Capt., AC (Buildings and Grounds Division)
J. R. Yarrow, CAA (Airport Division)
E. W. Piltz, CAA (Flight Information Section)

SUBJECTS:


1. AIRPORTS: PAGE NO.

A. BEAUMONT-PORT ARTHUR, TEXAS) NAVY LIGHTER-THAN-AIR OPERATIONS. 1
HITCHCOCK, TEXAS )
B. SHERMAN, TEXAS - PERRIN FIELD, BASIC TRAINING..... 2
C. PALACIOS, TEXAS - GROUND AIR SUPPORT BASE..... 3
D. PECOS, TEXAS - AUXILIARY FIELD A-3, BASIC TRAINING..... 3
E. DeKALB, ILLINOIS - NAVY TESTING..... 3
F. VALLEY STREAM, LONG ISLAND, NEW YORK - NAVY TESTING..... 4
G. YPSILANTI, MICHIGAN - FOREIGN SERVICE CONCENTRATION COMMAND.. 4
(WILLOW RUN AIRPORT)

2. DANGER AREAS:

A. GUARD ISLAND, OHIO-INDIANA - FIRING OF PROJECTILES..... 5
B. TOLAR, TEXAS - INFANTRY OR ARMORED DIVISION CAMP..... 5

3. MILITARY STRUCTURE AND CANTONMENT:

BEND, OREGON - SMALL ARMS AND MINIATURE ANTIAIRCRAFT FIRING..... 6


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1. AIRPORTS:

A. BEAUMONT-PORT ARTHUR, TEXAS) NAVY LIGHTER-THAN-AIR OPERATIONS.
HITCHCOCK, TEXAS )

Discussion:

The Secretary of the Board reopened the case concerning the use of the Mid-City Airport, BEAUMONT-PORT ARTHUR, TEXAS for Navy Lighter-Than-Air operations.

Findings:

1. At Meeting No. 155, it was recommended that the Navy member of the IATCB

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ascertain whether or not simultaneous operations, Commercial and Lighter-Than-Air, can be conducted from the Mid-City Airport, BEAUMONT-PORT ARTHUR, TEXAS.

2. The Navy member of the IATCB advised that the Navy Department is not disposed to authorize Commercial operations from the proposed airport if it is developed as a Naval Lighter-Than-Air Base.

3. The Navy Department will, under the circumstances, release the proposed site provided an alternate site near HITCHCOCK, TEXAS is approved for a Naval Air Station, Lighter-Than-Air.

4. This proposed alternate site is located 3 miles West of HITCHCOCK, TEXAS at Latitude 29° 20', Longitude 95° 04'.

5. This alternate site lies within a Danger Area established for Advanced Twin Engine Flying out of ELLINGTON FIELD by the Flying Training Command.

6. The Flying Training Command (Col. Lee) has advised that there is no objection to the establishment of a lighter-than-air base at HITCHCOCK, TEXAS.

7. The War Department member verbally requested use of the Mid-City Airport for Sea Frontier operations if the Navy is not interested in the field.

COMMENDATIONS:

1. That a site located 3 miles West of HITCHCOCK, TEXAS at Latitude 29° 20', Longitude 95° 04' be approved for a Naval Air Station for lighter-than-air operations.

2. That Standard Range Approach Channels be established on the Northwest leg of the GALVESTON Radio Range.

3. The Mid-City Airport, BEAUMONT-PORT ARTHUR, TEXAS, located at Latitude 29° 58', Longitude 94° 01' 30", be approved for Army Tactical use in connection with Coastal Defense subject to coordination with Commercial Air Carrier and other operations.

NOTE: The airport referred to as the Mid-City Airport is synonymous with Jefferson County Airport (CAA designation).

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B. SHERMAN, TEXAS - PERRIN FIELD, BASIC TRAINING.

Discussion:

The Secretary of the Board presented a request from the War Department member for approval of Perrin Field, SHERMAN, TEXAS for use as a Basic Training School.

Findings:

1. The proposed site is located at Latitude 33° 42', Longitude 96° 39' 59".

2. This field has been in operation since January, 1942 but has never been formally approved by the IATCB.

RECOMMENDATIONS:

That Perrin Field, SHERMAN, TEXAS, located at Latitude 33° 42', Longitude 96° 39' 59", be approved for use as a Basic Training School.

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C. PALACIOS, TEXAS - GROUND AIR SUPPORT BASE.



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Discussion:

The Secretary of the Board presented a request from the Director of Base Services, submitted through the War Department member, for approval of a site at PALACIOS, TEXAS for use by the Ground Air Support Command.

Findings:

1. The proposed site is located 2½ miles Northwest of PALACIOS, TEXAS, within Green Airway No. 6, at Latitude 28° 43 30", Longitude 96° 15'.

2. The old site, which is the existing Municipal Airport previously approved by the IATCB at Meeting No. 82, will be abandoned upon completion of the new site. The abandonment of the old site is due to the fact that it was not economical to extend the runways as required by the Ground Air Support Command.

RECOMMENDATIONS:

1. That a site located 2½ miles Northwest of PALACIOS, TEXAS at Latitude 28° 43' 30", Longitude 96° 15' be approved for use by the Ground Air Support Command.

2. That operations from this site be conducted in accordance with Civil Air Regulations, Part 60 (Air Traffic Rules).

3. That approval of the Municipal Airport, PALACIOS, TEXAS for Ground Air Support at Meeting No. 82, be rescinded.

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D. PECOS, TEXAS - AUXILIARY FIELD A-3.

Discussion:

The Secretary of the Board presented a request from the Director of Base Services, submitted through the War Department member, for approval of a site to be used as an auxiliary field for the Pecos Army Flying School, PECOS, TEXAS.

Findings:

1. The proposed site is located 12 miles South-Southwest of PECOS, TEXAS at Latitude 31° 17', Longitude 103° 36'.

2. The Army Flying School, located ¼ mile South of Pecos City Limits on East side of Railroadand Highway at Latitude 31° 24', Longitude 103° 32', has never been formally approved by the IATCB; it is now requested that formal clearance be obtained for this field, which is now partially occupied.

3. At Meeting No. 108, June 26, 1942, four auxiliary fields were approved for the Basic School at PECOS, TEXAS.

RECOMMENDATIONS:

1. That the Pecos Army Flying School, PECOS, TEXAS, located at Latitude 31° 24', Longitude 103° 32' be approved.

2. That a site located 12 miles South-Southwest of PECOS, TEXAS at Latitude 31° 17', Longitude 103° 36' be approved for use as an auxiliary field to serve the Army Flying School at PECOS, TEXAS.

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E. DeKALB, ILLINOIS - Navy Testing.



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Discussion:

The Secretary of the Board presented a request from the Bureau of Aeronautics, submitted through the Navy member, for approval of a site near DeKALB, ILLINOIS for Navy testing and flyaway purposes.

Findings:

The proposed site is located 2 miles West of DeKALB, ILLINOIS at Latitude 41° 56', Longitude 88° 47'.

RECOMMENDATIONS:

1. That a site located 2 miles West of DeKALB, ILLINOIS at Latitude 41° 56', Longitude 88° 47' be approved for Navy testing and flyaway purposes.

2. That testing operations be conducted generally to the South of relocated Red Airway No. 14.

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F. VALLEY STREAM, LONG ISLAND, NEW YORK - NAVY TESTING.

Discussion:

The Secretary of the Board presented a request from the Bureau of Aeronautics, submitted through the Navy member, for approval of the Valley Stream Airport, LONG ISLAND, NEW YORK for Testing and Flyaway deliveries by Columbia Aircraft Corporation and a possible overflow field for FLOYD BENNET FIELD, NEW YORK.

Findings:

The Valley Stream Airport is located in the vicinity of Floyd Bennett Field approximately at Latitude 40° 39', Longitude 73° 43'.

RECOMMENDATIONS:

That the Valley Stream Airport, LONG ISLAND, NEW YORK, located approximately at Latitude 40° 39', Longitude 73° 43' be approved for Navy testing and flyaway deliveries by the Columbia Aircraft Corporation and a possible overflow field for Floyd Bennett Field.

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G. YPSILANTI, MICHIGAN - FOREIGN SERVICE CONCENTRATION COMMAND.

Discussion:

The Secretary of the Board presented a telephone request from A-3, Assistant Chief of Air Staff, submitted through the War Department member, for approval of Willow Run Airport, YPSILANTI, MICHIGAN, for use by the Foreign Service Concentration Command.

Findings:

1. The Willow Run Airport is located at Latitude 42° 14', Longitude 83° 32'.

2. Major Cisco, A-3 reported that:

   a. Local approval had been obtained for the use of this airport.
   b. The Ford officials at Willow Run had approved the use of the airport by the Foreign Service Concentration Command.
   c. There is no objection on the part of Materiel Command provided not more than one tactical group occupy the airport at one time.



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RECOMMENDATIONS:

That the Willow Run Airport, YPSILANTI, MICHIGAN, located at Latitude 42° 14', Longitude 83° 32' be approved for use by the Foreign Service Concentration Command subject to coordination with Navy Primary Training out of GROSSE ILE, and other activities in that general area.

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2. DANGER AREAS:

A. GUARD ISLAND, OHIO-INDIANA - FIRING OF PROJECTILES.

Discussion:

The Secretary of the Board presented a request from the Crosley Corporation, CINCINNATI, OHIO, submitted through the CAA member, for approval of a site between ELIZABETHTOWN, OHIO and LAWRENCEBURG, INDIANA to be used as a test field for firing of projectiles.

Findings:

1. The proposed site is located between the West bank of the MIAMI RIVER and he East track of the CCC and St L Railroad. The Northern boundary is the South edge of Red Airway No. 18 and the Southern boundary is at the Race Track Grounds.

2. Projectiles will be fired from this point to an elevation of approximately 30,000 feet.

3. The proposed site is approximately 20 miles West of LUNKEN FIELD, approved for Basic and Advanced Training in Meeting No. 63.

RECOMMENDATIONS:

1. That the following described site located in the vicinity of GUARD ISLAND, OHIO-INDIANA be approved for use as a test field for firing of projectiles:

> Bounded on the West by the railroad between LAWRENCEBURG, INDIANA and the town of CLEVES, OHIO; on the East by the OHIO RIVER and on the North by the Southern boundary of Red Airway No. 18.

2. That the above described area be designated a Danger Area, published in CAA Weekly "Notices to Airmen" and plotted on Coast and Geodetic Aeronautical Charts.

3. That no firing be conducted within Red Airway No. 18.

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B. TOLAR, TEXAS - INFANTRY OR ARMORED DIVISION CAMP.

Discussion:

The Secretary of the Board presented a request from the Corps of Engineers, submitted through the War Department member for approval of an Infantry or Armored Division Camp site near TOLAR, TEXAS.

Findings:

1. The proposed site is described as follows:

> Beginning at the intersection of South Paluxy Creek and U. S. Highway No. 281; thence Northerly along said highway to the intersection with a County road West of the Town of LOPAN; thence Easterly along said County road to the town of THORP SPRING; thence due South to the FW&RG Railroad; thence Southwesterly along said railroad to the town



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of TOLAR to the intersection of U. S. Highway No. 377; thence Southeasterly along said highway to the town of BLUFF DALE and the intersection with the FW&RG Railroad; thence along said railroad Southwesterly to its intersection with South Paluxy Creek; thence along said creek to the point of origin.

2. This site is between Green Airway No. 5 and Amber Airway No. 4 and partially overlaps the Northwest leg of the WACO Radio Range.

3. Firing from this site will be up to 155mm howitzers.

RECOMMENDATIONS:

1. That the following described site in the vicinity of TOLAR, TEXAS be approved for an Infantry or Armored Division Camp:

Beginning at the intersection of South Paluxy Creek and U. S. Highway No. 281; thence Northerly along said highway to the intersection with a County road West of the Town of LOPAN; thence Easterly along said County roadto the town of THORP SPRING; thence due South to the FW&RG Railroad; thence Southwesterly along said railroad at the town of TOLAR to the intersection of U. S. Highway No. 377; thence Southeasterly along said highway to the town of BLUFF DALE and the intersection with the FW&RG Railroad; thence along said railroad Southwesterly to its intersection with South Paluxy Creek; thence along said creek to the point of origin.

2. That the above described area be designated a Danger Area, published in CAA Weekly "Notices to Airmen" and plotted on Coast and Geodetic Aeronautical Charts.

3. That firing operations within the Danger Area be coordinated with testing and tactical operations conducted from TARRANT FIELD and MEACHAM FIELD, FORT WORTH, TEXAS.

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3. MILITARY STRUCTURE AND CANTONMENT:

BEND, OREGON, SMALL ARMS AND MINIATURE ANTIAIRCRAFT FIRING.

Discussion:

The Secretary of the Board presented a request from the Corps of Engineers, submitted through the War Department member, for approval of an Engineering Replacement Center near BEND, OREGON.

Findings:

1. The proposed site is described as follows:

Beginning at the G N Railroad at Latitude 43° 58'; thence due West on said Latitude to the spur railroadtrack of the G N Railroad West of the DESCHUTES RIVER; thence Southwesterly to Latitude 43° 55', Longitude 121° 32'; thence due South on said Longitude to Latitude 43° 50'; thence due East to the G N Railroad; thence Northerly along the main line of said railroad to the point of origin.

2. This site is within the location proposed for Alternate Airway between The DALLES, OREGON and RED BLUFF, CALIFORNIA -

3. No artillery range is contemplated on this camp site; firing will be limited to small arms and miniature antiaircraft ranges.

RECOMMENDATIONS:

1. That the following described site be approved for an Engineering Replace-



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ment Center near BEND, OREGON:

Beginning at the G N Railroad at Latitude 43° 58'; thence due West on said Latitude to the spur railroad track of the G N Railroad West of the DESCHUTES RIVER; thence Southwesterly to Latitude 43° 55'; Longitude 121° 32'; thence due South on said Longitude to Latitude 43° 50'; thence due East to the G N Railroad; thence Northerly along the main line of said railroad to the point of origin.

2. That adequate arrangements be made and observers posted to insure that firing on these ranges will cease upon the approach of aircraft within dangerous proximity.

* * * * * * * *

J. B. HARTRANFT, JR.
Major, A.C.,
Secretary.

EARL F. WARD,
CAA Representative.

GUS LEAZAR,
CAB Representative.

C. B. LOBER,
Colonel, A.C.,
War Department Representative.

J. B. Voit,
Lt. Comdr., USN,
Navy Representative.

The above recommendations are within the policies established by the War Aviation Committee and are approved.

For the War Aviation Committee:

JAMES P. NEWMAN, Jr.
Colonel, Air Corps
Executive



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INTERDEPARTMENTAL
AIR TRAFFIC CONTROL BOARD
Washington, D. C.

EMK

September 21, 1942

Meeting No. 159.

Time: 1:00 P.M. to 5:30 P.M.

Place: IATCB Room, Army Air Forces Annex #1, WASHINGTON, D. C.

Members Present:

Earl F. Ward, CAA, Presiding
Gus Leazar, CAB
C. B. Lober, Colonel, A.C.
J. B. Voit, Lt. Comdr., USN

Secretary:

J. B. Hartranft, Jr., Major, AC

Witnessee Appearing:

F. F. Smith, Lt. Colonel, AC
E. B. Taylor, Major, AC
John R. Nash, Capt., AC (Buildings and Grounds Division)
J. R. Yarrow, CAA
R. H. Drake, CPT-CAA
E. W. Piltz, CAA

SUBJECTS:


1. AIRPORTS: PAGE NO.

A. FORT MYERS, FLORIDA - ADVANCED SINGLE ENGINE AND GUNNERY SCHOOL. 1
B. WEST PALM BEACH, FLORIDA (LANTANA FIELD) - GROUND AIR SUPPORT... 2
C. FORT LAUDERDALE, FLORIDA - PROPOSED SATELLITE FOR NAS..... 2
D. ORLANDO, FLORIDA - AUXILIARY FIELD FOR ORLANDO ARMY AIR BASE.... 2
E. PUNTA GORDA, FLORIDA - HEAVY BOMBARDMENT, OTU..... 3
F. MYAKKA, FLORIDA - HEAVY BOMBARDMENT, OTU..... 3
G. WINTER HAVEN, FLORIDA - FIGHTER STATION..... 4
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E. WOOLBURY, GEORGIA - CANTONMENT SITE AND ARTILLERY RANGE..... 8


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1. AIRPORTS:

A. FORT MYERS, FLORIDA - ADVANCED SINGLE ENGINE AND GUNNERY SCHOOL.

Discussion:



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The Secretary of the Board presented a request from the Director of Base Services, submitted through the War Department member, for approval of a site at FORT MYERS, FLORIDA for use as an Advanced Single Engine and Gunnery School.

Findings:

The proposed site is located approximately 7 miles East-Northeast of FORT MYERS, FLORIDA and 1½ miles South of BUCKINGHAM, FLORIDA.

RECOMMENDATIONS:

That a site located 7 miles East-Northeast of FORT MYERS, FLORIDA be approved for use as an Advanced Single Engine and Gunnery School.

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B. WEST PALM BEACH, FLORIDA (LANTANA FIELD) - GROUND AIR SUPPORT.

Discussion:

The Secretary of the Board presented a request from the War Department member for approval of LANTANA FIELD, WEST PALM BEACH, FLORIDA for use by the Ground Air Support Command.

Findings:

1. Lantana Field, WEST PALM BEACH, FLORIDA will be used by organizations of the I Ground Air Support Command which are now stationed at the Miami Municipal Airport, and which are to be removed from that field for the reason that the entire facilities of the Miami Municipal Airport are being taken over by the Navy.

2. This is contrary to the Army and Navy agreement dated September 19, 1942.

RECOMMENDATIONS:

That Lantana Field, WEST PALM BEACH, FLORIDA be disapproved for use by the I Ground Air Support Command.

---

C. FORT LAUDERDALE, FLORIDA - PROPOSED SATELLITE FOR NAS.

Discussion:

The Secretary of the Board presented a request from the Bureau of Aeronautics, submitted through the Navy member, for approval of a proposed satellite field to serve the U. S. Naval Air Station at FORT LAUDERDALE, FLORIDA.

Findings:

The proposed site is located 3 miles Southwest of POMPANO, FLORIDA at Latitude 26° 13', Longitude 80° 10'.

RECOMMENDATIONS:

That a site located 3 miles Southwest of POMPANO, FLORIDA at Latitude 26° 13', Longitude 80° 10' be approved as a satellite field to serve the U. S. Naval Air Station at FORT LAUDERDALE, FLORIDA provided operations are conducted in accordance with Civil Air Regulations, Part 60 (Air Traffic Rules).

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D. ORLANDO, FLORIDA - AUXILIARY FIELD FOR ORLANDO ARMY AIR BASE.



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Discussion:

The Secretary of the Board presented a request from the Director of Base Services, submitted through the War Department member, for approval of a site to be used as an auxiliary landing field for the Orlando Army Air Base, ORLANDO, FLORIDA.

Findings:

The proposed site is located approximately 8½ miles South-Southeast of the center of ORLANDO, FLORIDA, 2 miles within Red Airway No. 25, at Latitude 28° 26', North, Longitude 81° 20' West.

RECOMMENDATIONS:

That a site located approximately 8½ miles South-Southeast of the center of ORLANDO, FLORIDA at Latitude 28° 26' North, Longitude 81° 20' West be approved as an auxiliary landing field for the Orlando Army Air Base, ORLANDO, FLORIDA provided operations are conducted in accordance with Civil Air Regulations, Part 60 (Air Traffic Rules).

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E. PUNTA GORDA, FLORIDA - HEAVY BOMBARDMENT OTU AUXILIARY TRAINING FIELD.

Discussion:

The Secretary of the Board presented a request from the Director of Base Services, submitted through the War Department member, for approval of a site for use as a Heavy Bombardment OTU Auxiliary Training Field by the Third Air Force.

Findings:

1. The proposed site is located 1½ miles East of PUNTA GORDA, FLORIDA at Latitude 26° 55', Longitude 82° 02'.

2. At Meeting No. 64, April 7, 1942, the proposed request was deferred pending information from the Navy as to possible conflicting operations.

RECOMMENDATIONS:

That a site located 1½ miles East of PUNTA GORDA, FLORIDA at Latitude 26° 55', Longitude 82° 02' be approved for use as a Heavy Bombardment OTU Auxiliary Training Field by the Third Air Force provided operations are conducted in accordance with Civil Air Regulations, Part 60 (Air Traffic Rules).

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F. MYAKKA, FLORIDA - HEAVY BOMBARDMENT, OTU.

Discussion:

The Secretary of the Board presented a request from the Director of Base Services, submitted through the War Department member, for approval of a site near MYAKKA, FLORIDA to be used as a training field for heavy bombardment units.

Findings:

The proposed site is located 14 miles Southeast of SARASOTA, FLORIDA at Latitude 27° 14', Longitude 82° 20'.

RECOMMENDATIONS:

That a site located near MYAKKA, FLORIDA at Latitude 27° 14', Longitude 82° 20' be approved for use as a training field for heavy bombardment units provided operations are conducted in accordance with Civil Air Regulations, Part 60 (Air Traffic



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G. WINTER HAVEN, FLORIDA - FIGHTER STATION.

Discussion:

The Secretary of the Board presented a request from the Director of Base Services, submitted through the War Department member, for approval of Winter Haven Airport for use by the Third Air Force as a Fighter Station.

Findings:

1. The proposed site is located 2 miles Northwest of WINTER HAVEN, FLORIDA at Latitude 28° 04', Longitude 81° 47', approximately 3 miles Southeast of Red Airway No. 25.

2. Initially, two groups will be assigned to this base with approximately 150 airplanes.

RECOMMENDATIONS:

That the Winter Haven Airport, located 2 miles Northwest of WINTER HAVEN, FLORIDA at Latitude 28° 04', Longitude 81° 47' be approved for use by the Third Air Force as a Fighter Station.

H. INDIANTOWN, FLORIDA - AIR TRANSPORT COMMAND.

Discussion:

The Secretary of the Board presented a request from the Director of Base Services, submitted through the War Department member, for approval of a site at INDIANTOWN, FLORIDA for use as a base by the Air Transport Command.

Findings:

1. The proposed site is located 1½ miles West of Indiantown railway station, bordered on the Northeast by Seaboard Air Line Railroad, on the South by St. Lucie Canal at Latitude 80° 29' to 32' - 27° 01' to 3'.

2. This site is in the territory assigned to the Navy by the Army and Navy Agreement dated September 19, 1942.

RECOMMENDATIONS:

That a site located 1½ miles West of the Indiantown railway station, INDIANTOWN, FLORIDA be disapproved for use as a base by the Air Transport Command.

I. HARDAWAY, FLORIDA (RTC) - DALE MABRY FIELD, THIRD AIR FORCE.

Discussion:

The Secretary of the Board presented a request from the Director of Base Services, submitted through the War Department member, for approval of a site near HARDAWAY, FLORIDA for use as an auxiliary sod field for Fighter Crew Replacement Training Center Activities at DALE MABRY FIELD.

Findings:

1. The proposed site is located 1 mile Northeast of HARDAWAY, FLORIDA, 8 miles within Red Airway No. 30 at Latitude 30° 38', Longitude 84° 43' 30".



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Rules).

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G. WINTER HAVEN, FLORIDA - FIGHTER STATION.

Discussion:

The Secretary of the Board presented a request from the Director of Base Services, submitted through the War Department member, for approval of Winter Haven Airport for use by the Third Air Force as a Fighter Station.

Findings:

1. The proposed site is located 2 miles Northwest of WINTER HAVEN, FLORIDA at Latitude 28° 04', Longitude 81° 47', approximately 3 miles Southeast of Red Airway No. 25.

2. Initially, two groups will be assigned to this base with approximately 150 airplanes.

RECOMMENDATIONS:

That the Winter Haven Airport, located 2 miles Northwest of WINTER HAVEN, FLORIDA at Latitude 28° 04', Longitude 81° 47' be approved for use by the Third Air Force as a Fighter Station.

---

H. INDIANTOWN, FLORIDA - AIR TRANSPORT COMMAND.

Discussion:

The Secretary of the Board presented a request from the Director of Base Services, submitted through the War Department member, for approval of a site at INDIANTOWN, FLORIDA for use as a base by the Air Transport Command.

Findings:

1. The proposed site is located 1½ miles West of Indiantown railway station, bordered on the Northeast by Seaboard Air Line Railroad, on the South by St. Lucie Canal at Latitude 80° 29' to 32' - 27° 01' to 3'.

2. This site is in the territory assigned to the Navy by the Army and Navy Agreement dated September 19, 1942.

RECOMMENDATIONS:

That a site located 1½ miles West of the Indiantown railway station, INDIANTOWN, FLORIDA be disapproved for use as a base by the Air Transport Command.

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I. HARDAWAY, FLORIDA (RTC) - DALE MABRY FIELD, THIRD AIR FORCE.

Discussion:

The Secretary of the Board presented a request from the Director of Base Services, submitted through the War Department member, for approval of a site near HARDAWAY, FLORIDA for use as an auxiliary sod field for Fighter Crew Replacement Training Center Activities at DALE MABRY FIELD.

Findings:

1. The proposed site is located 1 mile Northeast of HARDAWAY, FLORIDA, 8 miles within Red Airway No. 30 at Latitude 30° 38', Longitude 84° 43' 30".



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Rules).

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G. WINTER HAVEN, FLORIDA - FIGHTER STATION.

Discussion:

The Secretary of the Board presented a request from the Director of Base Services, submitted through the War Department member, for approval of Winter Haven Airport for use by the Third Air Force as a Fighter Station.

Findings:

1. The proposed site is located 2 miles Northwest of WINTER HAVEN, FLORIDA at Latitude 28° 04', Longitude 81° 47', approximately 3 miles Southeast of Red Airway No. 25.

2. Initially, two groups will be assigned to this base with approximately 150 airplanes.

RECOMMENDATIONS:

That the Winter Haven Airport, located 2 miles Northwest of WINTER HAVEN, FLORIDA at Latitude 28° 04', Longitude 81° 47' be approved for use by the Third Air Force as a Fighter Station.

---

H. INDIANTOWN, FLORIDA - AIR TRANSPORT COMMAND.

Discussion:

The Secretary of the Board presented a request from the Director of Base Services, submitted through the War Department member, for approval of a site at INDIANTOWN, FLORIDA for use as a base by the Air Transport Command.

Findings:

1. The proposed site is located 1½ miles West of Indiantown railway station, bordered on the Northeast by Seaboard Air Line Railroad, on the South by St. Lucie Canal at Latitude 80° 29' to 32' - 27° 01' to 3'.

2. This site is in the territory assigned to the Navy by the Army and Navy Agreement dated September 19, 1942.

RECOMMENDATIONS:

That a site located 1½ miles West of the Indiantown railway station, INDIANTOWN, FLORIDA be disapproved for use as a base by the Air Transport Command.

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I. HARDAWAY, FLORIDA (RTC) - DALE MABRY FIELD, THIRD AIR FORCE.

Discussion:

The Secretary of the Board presented a request from the Director of Base Services, submitted through the War Department member, for approval of a site near HARDAWAY, FLORIDA for use as an auxiliary sod field for Fighter Crew Replacement Training Center Activities at DALE MABRY FIELD.

Findings:

1. The proposed site is located 1 mile Northeast of HARDAWAY, FLORIDA, 8 miles within Red Airway No. 30 at Latitude 30° 38', Longitude 84° 43' 30".



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2. TALLAHASSEE (DALE MABRY FIELD) has been carried in the records of the Military Air Traffic Control Section as the location of a tactical station, but has never been approved by the IATCB; it is now requested that the DALE MABRY FIELD be approved as a Replacement Training Center.

RECOMMENDATIONS:

1. That DALE MABRY FIELD be approved as a Replacement Training Center.

2. That a site located 1 mile Northeast of HARDAWAY, FLORIDA at Latitude 30° 38', Longitude 84° 43' 30" be approved as an auxiliary field for Fighter Crew Replacement Training Center activities at DALE MABRY FIELD.

3. That operations from these sites be conducted in accordance with Civil Air Regulations, Part 60 (Air Traffic Rules).

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J. JASPER, FLORIDA - CROSS COUNTRY FROM ALBANY, BAINBRIDGE, MOUNTRIE AND VALDOSTA.

Discussion:

The Secretary of the Board represented the request from the War Department member for approval of a site near JASPER, FLORIDA, previously deferred at Meeting No. 152, September 10, 1942.

Findings:

1. The proposed site which is to be used for cross country from ALBANY, BAINBRIDGE, MOUNTRIE AND VALDOSTA, is located at Latitude 30° 29', Longitude 82° 56'.

2. This request is contrary to the provisions made in the Army-Navy Agreement September 19, 1942.

RECOMMENDATIONS:

That a site near JASPER, FLORIDA at Latitude 30° 29', Longitude 82° 56' be disapproved.

---

K. BONITA SPRINGS, FLORIDA - COMBAT CREW REPLACEMENT TRAINING CENTER.

Discussion:

The Secretary of the Board presented a request from the Director of Base Services for approval of a site near BONITA SPRINGS, FLORIDA for use as a one squadron medium bombardment field for combat crew replacement training center activities of the Third Air Force.

Findings:

1. The proposed site is located 1½ miles Southwest of BONITA SPRINGS, FLORIDA 1 mile South of Red Airway No. 25, at Latitude 26° 19', Longitude 81° 49'.

2. This site is in lieu of NAPLES, FLORIDA, approved in Meeting No. 63.

3. Information received by the Board indicates that the Third Air Force gave up NAPLES, FLORIDA to the Flying Training Command provided they would be allowed to use the proposed site at BONITA SPRINGS, FLORIDA.

RECOMMENDATIONS:

That a site located 1½ miles Southwest of BONITA SPRINGS, FLORIDA at Latitude 26° 19', Longitude 81° 49' be approved for use as a one squadron medium bombardment field for combat crew replacement training center activities of the Third Air Force.



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Meeting No. 159 September 21, 1942

L. MARIANNA, FLORIDA - AUXILIARY FIELDS FOR ADVANCED FLYING TRAINING.

Discussion:

The Secretary of the Board presented a request from the Director of Base Services, submitted through the War Department member, for approval of three auxiliary fields to be used by the Marianna Advanced Flying School, MARIANNA, FLORIDA.

Findings:

1. The proposed three sites are described as follows:

| | |
|---|---|
| Auxiliary #1 | 6 miles Northwest of main base, within Red Airway No. 30 at Latitude 30° 53', Longitude 85° 15'. |
| Auxiliary #3 | 5 miles East of MALONE, 12 miles Northeast of main base at Latitude 30° 57', Longitude 85° 05'. |
| Auxiliary #4 | ½ mile North of ALTHA, FLORIDA, 12 miles Southwest of main base at Latitude 30° 35', Longitude 85° 07'. |

2. At Meeting No. 135, August 13, 1942 Marianna Auxiliary Field No. 2 was approved by the IATCB located at Latitude 30° 59', Longitude 85° 03'; it is now requested that this location be corrected to read as follows: Latitude 30° 59', Longitude 85° 10'.

RECOMMENDATIONS:

1. That the following described sites be approved as auxiliary fields to be used by the Marianna Advanced Flying School, MARIANNA, FLORIDA:

| | |
|---|---|
| Auxiliary #1 | Latitude 30° 53', Longitude 85° 15' |
| Auxiliary #3 | Latitude 30° 57', Longitude 85° 05' |
| Auxiliary #4 | Latitude 30° 35', Longitude 85° 07' |

2. That operations from Auxiliary Field No. 1 be conducted in accordance with Civil Air Regulations, Part 60 (Air Traffic Rules).

3. That the location given in Meeting No. 135, August 13, 1942 for Auxiliary Field No. 2 be changed to read as follows:

Latitude 30° 59', Longitude 85° 10'.

* * * * * * * *

2. DANGER AREAS:

A. AVON PARK, FLORIDA (SEBRING) - BOMBING RANGE.

Discussion:

The Secretary of the Board presented a request from the Director of Base Services, submitted through the War Department member for reconsideration of the establishment of a Bombing Range at AVON PARK (SEBRING), FLORIDA, previously disapproved at Meeting No. 121, July 21, 1942.

Findings:

1. At Meeting No. 45, January 9, 1942, a Danger Area was established at SEBRING, FLORIDA.

2. At Meeting No. 121, July 21, 1942, an extension to this existing range, described below, was disapproved because of its proximity to Navy operations:

Beginning at the OSCEOLA-OKEECHOOBEE County line on the KISSIMMEE RIVER; thence due East to the highway between LOROSEE and OKEECHOOBEE; thence South along this highway to the intersection of the spur road to the



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town of HILOLO; thence due West to the KISSIMMEE RIVER; thence Northerly along this river's meanders to the point of origin.

3. The present request conforms with the allocation of airspace and ground gunnery in the Army and Navy Agreement, September 19, 1942.

RECOMMENDATIONS:

1. That the following described area at AVON PARK, FLORIDA be approved for use as an aerial bombing range:

Beginning at the OSCEOLA-OKEECHOBEE County line on the KISSIMMEE RIVER; thence due East to the highway between LOKOSEE and OKEECHOBEE; thence South along this highway to the intersection of the spur road to the town of HILOLO; thence due West to the KISSIMMEE RIVER; thence Northerly along this river's meanders to the point of origin.

2. That the above described area be designated a Danger Area, published in CAA Weekly "Notices to Airmen" and plotted on Coast and Geodetic Aeronautical Charts.

* * * * *

B. CHOCTAWHATCHEE BAY, FLORIDA - GUNNERY RANGE.

Discussion:

The Secretary of the Board presented a request from the Director of Base Services, submitted through the War Department member, for approval of an aerial gunnery target range and zone in CHOCTAWHATCHEE BAY, FLORIDA and the GULF OF MEXICO in the vicinity of CHOCTAWHATCHEE BAY.

Findings:

1. The proposed gunnery range lies entirely within an area previously approved for such activities with the exception of that portion which is West of Longitude 86° 41'. No action is necessary except relative to that portion extending West of Longitude 86° 41'.

2. The Army-Navy Agreement, dated September 19, 1942, restricts the use of the off-shore area in the vicinity of EGLIN FIELD to extend not further Westward than Longitude 86° 41' and not further seaward than 25 miles.

RECOMMENDATIONS:

1. That that portion extending West of Longitude 86° 41' be disapproved for use as an aerial gunnery target range.

2. That Aeronautical Charts be corrected to show the Westward limits of the Danger Area at Longitude 86° 41' and the seaward limits as 25 miles off-shore.

3. That the existing Danger Area be cut back to conform with Army-Navy Agreement September 19, 1942.

* * * *

C. SEBRING, FLORIDA - TARGETS FOR AAF (PRACTICE BOMBING).

Discussion:

The Secretary of the Board presented a request from the Director of Base Services, submitted through the War Department member, for approval of three sites to be used by the Combat Crew School at HENDRICKS FIELD as practice bombing ranges.

Findings:

1. The proposed sites are described as follows:



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(1) LAKE GRASSY SITE: Latitude 27° 15' 30", Longitude 81° 19'.

(2) BRIGHTON (N) SITE: Latitude 27° 15' 30", Longitude 81° 02'.

(3) BRIGHTON (S) SITE: Latitude 27° 09' 30", Longitude 81° 02'.

2. These bombing target sites are not within any Civil Airway and do not constitute evident conflict with other activities in this area.

RECOMMENDATIONS:

1. That the following described sites be approved for use by the Combat Crew School at HENDRICKS FIELD as practice bombing ranges:

(1) LAKE GRASSY SITE: Latitude 27° 15' 30", Longitude 81° 19'.

(2) BRIGHTON (N) SITE: Latitude 27° 15' 30", Longitude 81° 02'.

(3) BRIGHTON (S) SITE: Latitude 27° 09' 30", Longitude 81° 02'.

2. That an area three miles in radius from the center of each target be designated a Danger Area, published in CAA Weekly "Notices to Airmen" and plotted on Coast and Geodetic Survey Aeronautical Charts.

* * * * *

D. CROSS CITY, FLORIDA - GUNNERY RANGE.

Discussion:

The Secretary of the Board presented a request from the Director of Base Services, submitted through the War Department member, for approval of a site near CROSS CITY, FLORIDA for use as an aerial ground target gunnery range by combat units of the Third Air Force.

Findings:

1. The proposed site is described as follows:

An area 1½ miles square the center of which is located at Latitude 29° 28' 30", Longitude 83° 19'.

2. Aircraft machine guns and cannon mounted in airplanes will be fired at targets located on the ground; direction of fire will be generally to the West.

RECOMMENDATIONS:

1. That the following described area be approved for use as an aerial ground target gunnery range by combat units of the Third Air Force:

An area 1½ miles square the center of which is located at Latitude 29° 28' 30", Longitude 83° 19'.

2. That the above described area be designated a Danger Area, published in CAA Weekly "Notices to Airmen" and plotted on Coast and Geodetic Aeronautical Charts.

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E. WOODBURY, GEORGIA - CANTONMENT SITE AND ARTILLERY RANGE.

Discussion:

The Secretary of the Board presented a request from the Corps of Engineers,



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Meeting No. 159 September 21, 1942

submitted through the War Department member, for approval of a cantonment site and an artillery range near WOODBURY, GEORGIA.

Findings:

1. The proposed cantonment site for field training is described as follows:

Beginning at the town of NEAL on the Southern Railroad; thence due West to the FLINT RIVER; thence Northerly along the meanders of said river to its intersection with BIRCH CREEK; thence Northwesterly in a straight line to the intersection of a county road with the A.B. & C. Railroad; thence Northeasterly in a straight line to the intersection of FLINT RIVER with its western fork; thence Southeasterly in a straight line to the town of CONCORD and the Southern railroad; thence Southwesterly along said railroad to the town of NEAL and the point of origin.

2. The proposed artillery range is described as follows:

Beginning at WOODBURY, GEORGIA in an easterly direction along the highway between WOODBURY and MOLENA to the intersection of said highway and Longitude 84° 32'; thence due East to Longitude 84° 30'; thence due South to Latitude 32° 51' 30"; thence due West to the intersection of said Latitude and the A.B. & C. Railroad North of MANCHESTER; thence Northerly along said railroad to the point of origin.

RECOMMENDATIONS:

1. That the following described site in the vicinity of WOODBURY, GEORGIA, be approved for a Field Training Camp:

Beginning at the town of NEAL on the Southern Railroad; thence due West to the FLINT RIVER; thence Northerly along the meanders of said river to its intersection with BIRCH CREEK; thence Northwesterly in a straight line to the intersection of a county road with the A.B. & C. Railroad; thence Northeasterly in a straight line to the intersection of FLINT RIVER with its western fork; thence Southeasterly in a straight line to the town of CONCORD and the Southern railroad; thence Southwesterly along said railroad to the town of NEAL and the point of origin.

2. That the following described area be approved for use as an artillery range, designated a Dangor Area, published in CAA Weekly "Notices to Airmen" and plotted on Coast and Geodetic Aeronautical Charts:

Beginning at WOODBURY, GEORGIA in an easterly direction along the highway between WOODBURY and MOLENA to the intersection of said highway and Longitude 84° 32'; thence due East to Longitude 84° 30'; thence due South to Latitude 32° 51' 30"; thence due West to the intersection of said Latitude and the A.B. & C. Railroad North of MANCHESTER; thence Northerly along said railroad to the point of origin.

* * * * * * * * * *

J. B. VOIT, Lt. Comdr., USN
Navy Representative.

Earl F. Ward
EARL F. WARD,
CAA Representative.

C. R. LOHER, Colonel, A. C.,
War Department Representative.

GUS T. LEAZAR,
CAB Representative.

J. B. HARTRANFT, JR.,
Major, A.C., Secretary. 9/22/42

The above recommendations are within the policies established by the War Aviation Committee and are approved.

For the WAR AVIATION COMMITTEE:

JAMES B. NEWMAN, JR.,
Colonel, A.C.,
Executive. 9/23/42



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INTERDEPARTMENTAL
AIR TRAFFIC CONTROL BOARD

Meeting No. 160 September 22, 1942

Place: IATCB Room, Army Air Forces Annex #1, WASHINGTON, D. C.

Time: 1:00 p.m. to 5:00 p.m.

Members Present:

C. B. Lober, Colonel, AC
J. B. Voit, Lt. Comdr., USN
Gus Leazar, CAB

Alternates Present:

A. B. McMullen, Lt. Col., AC
John L. Huber, CAA

Secretary: J. B. Hartranft, Jr., Major, AC

Witnesses Appearing:

J. R. Nash, Capt., AC, Buildings and Grounds Division
J. R. Yarrow, CAA, Airport Division
E. W. Piltz, CAA-Flight Information Section
R. H. Drake, CPT-CAA

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Meeting No. 160 September 22, 1942

1. AIRPORTS

A. ARMY

(1) ABERDEEN, MISSISSIPPI - Auxiliary Field for Columbus, Mississippi Advanced Twin Engine School

Discussion:

The Secretary of the Board presented a request from the Director of Base Services for the approval of the use of the Municipal Airport, ABERDEEN, MISSISSIPPI, as an auxiliary field by the Advanced Twin Engine School, Columbus, Mississippi.

Findings:

1. The Municipal Airport (also known as Stinson Airport) is located at Latitude 33° 51', Longitude 88° 35', 3 miles Northwest of Aberdeen, 25 miles North northwest of Columbus, Mississippi, and 12 miles North northeast of the Columbus Army Flying School.

2. This site was approved in Meeting No. 63 of the IATCB for Third Air Force Basic or Advanced Flying School activities.

RECOMMENDATIONS:

That the Municipal Airport (also known as Stinson Airport) located at Latitude 33° 51', Longitude 88° 35', 3 miles Northwest of Aberdeen and 25 miles North northwest of Columbus, Mississippi, be approved for use as an auxiliary field by the Advanced Twin Engine School, Columbus, Mississippi, subject to coordination with existing or previously approved activities.

* * * * * * * * *

(2) KINGMAN, ARIZONA - Auxiliary Field and Emergency Landing Fields

Discussion:

The Secretary of the Board presented a request from the Director of Base Services for the approval of the use of an auxiliary field and five (5) emergency landing fields by the Air Force Flexible Gunnery School at KINGMAN, ARIZONA.

Findings:

1. Emergency Landing Field Site #3 lies just within the Kingman Danger Area at Latitude 35° 26' 30", Longitude 113° 47' 30".

2. Emergency Landing Field Sites Nos. 5, 6, and 7 lie within the Yucca Danger Area approved in Meeting No. 96.

3. The airport at KINGMAN, ARIZONA, was approved in Meeting No. 64 of the IATCB for the establishment of a Flexible Gunnery School.

RECOMMENDATIONS:

That the following sites be approved for use as indicated by the Air Force Flexible Gunnery School at KINGMAN, ARIZONA:



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| AUXILIARY FIELD SITE | LOCATION Latitude | Longitude | DESCRIPTION |
|---|---|---|---|
| #4 | 34° 53' 30" | 114° 08' | 2 miles NE of Yucca and 23 miles from Kingman Mun. Airport |
| EMERGENCY LANDING FIELD SITES | | | |
| #1 | 35° 46' 30" | 114° 07' | Approx. 6 miles NW of Red Lake and 3 miles SE of Cyclopic. |
| #3 | 35° 26' 30" | 113° 47' 30" | Approx. 1½ miles N. of Antares and 20 miles NE of Kingman Municipal Airport |
| #5 | 34° 43' | 114° 26' | Approx. 3 miles East of Topock, on eastern edge of Blue Airway #17 |
| #6 | 34° 27' 30" | 114° 22' | On peninsula in Parker Dam Lake, approx. midway between Topock and Parker Dam |
| #7 | 34° 20' 30" | 113° 26' | Approx. 17 miles from Parker Dam |

* * * * * * * *

(3) GREENVILLE, TEXAS - Auxiliary Landing Fields

Discussion:

The Secretary of the Board presented a request from the Director of Base Services for the approval of the use of four (4) auxiliary landing fields for the Army Flying School, GREENVILLE, TEXAS.

Findings:

GREENVILLE, TEXAS was approved as an Army Basic Training Center in Meeting No. 65 of the IATCB.

RECOMMENDATIONS:

1. That the following sites be approved for use as auxiliary landing fields for the Army Flying School near GREENVILLE, TEXAS:

| AUXILIARY FIELD | LOCATION Latitude | Longitude | DESCRIPTION |
|---|---|---|---|
| #1 | 33° 02' | 96° 14' 30" | 7 miles within Green Airway #5 |
| #2 | 32° 59' | 96° 05' | 2 miles within South boundary of Green Airway #5 |
| #3 | 32° 54' | 96° 00' | Immediately North of Red Airway No. 10 |
| #4 | 33° 15' 30" | 96° 01' 15" | Within North boundary of Green Airway #5 |

2. That operations from the above fields located within Green Airway No. 5 be conducted in accordance with Civil Air Regulations, Part 60 "Air Traffic Rules."

* * * * * * * *

(4) PAMPA, TEXAS - 4 auxiliary fields for Advanced Twin Engine Training

Discussion:

The Secretary of the Board presented a request from the Director of Base Services for the approval of the use of four (4) auxiliary fields by the Army Flying School at PAMPA, TEXAS.



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Meeting No. 160 September 22, 1942

Findings:

The Main Base for the Army Flying School, PAMPA, TEXAS, was approved for the establishment of an Advanced Twin Engine School in Meeting No. 74 of the IATCB.

RECOMMENDATIONS:

1. That the following auxiliary landing fields be approved for use by the Army Flying School, PAMPA, TEXAS:

| AUXILIARY LANDING FIELD | LOCATION | | DESCRIPTION |
|---|---|---|---|
| | Latitude | Longitude | |
| #1 | 35° 27' | 100° 59' | 5½ miles S. and 1½ miles W. of Pampa. One mile S of Green Airway No. 4 |
| #2 | 35° 38' | 101° 00' | 5½ miles N and 2½ miles W of Pampa. Near center of Green Airway No. 4 |
| #3 | 35° 39' | 100° 51' | 6½ miles N and 5½ miles E of Pampa. 5 miles within S. boundary of Green Airway #4 |
| #4 | 35° 36' | 100° 36' | 2½ miles N and 20 miles E of Pampa. 5 miles S of Green Airway No. 4. |

2. That operations from the above auxiliary fields located within Green Airway No. 4 be conducted in accordance with Civil Air Regulations, Part 60, "Air Traffic Rules."

3. That the location of the Main Base, PAMPA, TEXAS, approved in Meeting No. 74, be shown as Latitude 35° 32', Longitude 100° 44', 12 miles East of Pampa and 5 miles West of Laketon.

* * * * * * * *

(5) GROUND AIR SUPPORT - 3d AIR FORCE
a. MOUNT VERNON, INDIANA
b. OWENSBORO, KENTUCKY

Discussion:

The Secretary of the Board presented a request from the Director of Base Services for the approval of the use of one of two sites near MOUNT VERNON, INDIANA, or OWENSBORO, KENTUCKY, respectively, by Ground Air Support units of the Third Air Force.

Findings:

1. The site at MOUNT VERNON, INDIANA, is located at Latitude 37° 55', Longitude 87° 50', 3 miles East Southeast of Mount Vernon.

2. The site at OWENSBORO, KENTUCKY, is located at Latitude 37° 45', Longitude 87° 10', 2 miles West Southwest of Owensboro. Base Services advises that a site one mile east of Owensboro may be chosen.

3. The above sites are requested to be used in lieu of a site near Sturgis, Kentucky. Only one of the above sites will be used but as construction of facilities has already been delayed by the rejection of previous sites, approval is requested for both sites.



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RECOMMENDATIONS:

1. That the site at MOUNT VERNON, INDIANA, located at Latitude 37° 55', Longitude 87° 50', 3 miles East Southeast of Mount Vernon, be approved for the use of Ground Air Support units of the Third Air Force.

2. That the site at OWENSBORO, KENTUCKY, located at Latitude 37° 45', Longitude 87° 10', two miles West Southwest of Owensboro, be approved for the use of Ground Air Support units of the Third Air Force.

3. That the IATCB be notified as soon as definite site has been determined upon so that the records of this office will show exactly which site is to be used for Ground Air Support activities in this vicinity.

* * * * * * * *

(6) OKLAHOMA CITY, OKLAHOMA - Auxiliaries to Cimmarron Field

Discussion:

The Secretary of the Board presented a request from the Director of Base Services for the approval of the use of seven (7) auxiliary fields to Cimmarron Field, OKLAHOMA CITY, OKLAHOMA, by the Flying Training Command for Elementary Training.

Findings:

1. Cimmarron Field, OKLAHOMA CITY, OKLAHOMA, was approved for Elementary Training in Meeting No. 157 of the IATCB. It was noted at that time that no additional fields were to be located eastward of the main base.

2. All the sites contain 160 acres. Site #2 may be extended to include 480 acres.

RECOMMENDATIONS:

1. That the following auxiliary fields to Cimmarron Field, OKLAHOMA CITY, OKLAHOMA, be approved for use by the Flying Training Command for Elementary Training:

| SITE | LOCATION | | DESCRIPTION |
|---|---|---|---|
| | Latitude | Longitude | |
| #1 | 35°44' | 97° 58' | 1 mile North of Okarche |
| #2 | 35° 43' | 98° 06' | 7 miles due West of Okarche |
| #3 | 35° 38' 15" | 97° 57' | 7 miles North of El Reno |
| #4 | 35° 40' | 97° 44' | 2½ miles North of Piedmont on East side of Highway, within Blue Airway No. 5 |
| #6 | 35° 33' | 97° 51' | 1 mile West Southwest of Richland |
| #9 | 35° 25' | 98° 05' | ½ mile North of River, within Red Airway No. 24 |
| #10 | 35° 32' | 97° 55' | 1 mile East of El Reno, on the edge of the North boundary of Red Airway No. 24 |

2. That operations from Auxiliary Fields #4 and #9 be conducted in accordance with Civil Air Regulations, Part 60, "Air Traffic Rules."

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Meeting No. 160 September 22, 1942

B. NAVY

(1) PASO ROBLES, CALIFORNIA - Sherwood Field - Outlying Field for NAS

Discussion:

The Secretary of the Board presented a request from the Navy Department Member for approval of the use of Sherwood Field, PASO ROBLES, CALIFORNIA, as an outlying field by the Naval Air Station at Alameda, California, for carrier plane operations.

Findings:

1. The site requested is known as Sherwood Field, PASO ROBLES, CALIFORNIA, located at Latitude 35° 37', Longitude 120° 39'.

2. Army activities in the vicinity of PASO ROBLES, CALIFORNIA, are located at what is known as the ESTRELLA SITE which lies approximately five miles North of PASO ROBLES, CALIFORNIA.

RECOMMENDATIONS:

That the site at PASO ROBLES, CALIFORNIA, known as Sherwood Field, located at Latitude 35 37', Longitude 120 39', be approved for use as an outlying field by the Naval Air Station at Alameda, California, for carrier plane operations.

* * * * * * *

(2) ALAMEDA, CALIFORNIA - Outlying Field for NAS

Discussion:

The Secretary of the Board presented a request from the Navy Department Member for approval of the use of an outlying field at ALAMEDA, CALIFORNIA, by the Naval Air Station for basing carrier air groups.

Findings:

1. The site requested is located at Latitude 37° 24', Longitude 121° 07', approximately 2 miles West of the town of Crows Landing.

2. Only one existing outlying field is adaptable to extension of runways to 7,000' and present planning indicates a necessity for two such fields.

RECOMMENDATIONS:

That the outlying field at ALAMEDA, CALIFORNIA, located at Latitude 37° 24', Longitude 121° 07', approximately 2 miles West of the town of Crows Landing, be approved for use by the Naval Air Station at Alameda, California, for basing carrier air groups.

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Meeting No. 160 September 22, 1942

C. CIVILIAN PILOT TRAINING
(1) PRINCETON, NEW JERSEY

Discussion:

The Secretary of the Board presented a request from the National Aviation Training Association for the approval of the use of the Princeton Airport, PRINCETON, NEW JERSEY, for Civilian Pilot Training Operations.

Findings:

1. The following letter from Mr. C. R. Mooney, Secretary, National Aviation Training Association, to the IATCB, dated August 15, 1942, was introduced into the record:

"In behalf of Mr. Kenneth R. Unger, President, Unger Aircraft, Incorporated, a CPT Operator based at Princeton Airport, serving Princeton University and Rutgers University, National Aviation Training Association requests the privilege of submitting a petition asking that the CPT flight training enterprise at Princeton Airport be allowed to continue there, provided that a procedure can be devised under which such activity will in no measure interfere with Eastern Defense Command's task of safeguarding the Atlantic Coast from possible enemy attack.

"It is your petitioners' understanding that airline operations will be continued in the restricted zone declared under General Order No. 26 of July 16, 1942, issued by Eastern Defense Command. We point out that under Civil Air Regulations, CPT flight instruction is permitted to be conducted in the lower levels of established airways. Princeton Airport, it is submitted, is located in the center of the New York-Washington Airway.

"Your petitioners cite that if Unger Aircraft is required to move its flight operations, such removal will sacrifice its connection with Rutgers University; will greatly depreciate its close collaboration with Princeton University.

"This operator's present CPT quota is twenty Navy trainees. To date, Unger Aircraft has trained 422 CPT students in elementary, secondary, cross-country and instructor courses, of whom more than 160 are in the nation's air services. Shift of Unger Aircraft's operations to another field will reduce greatly the number of CPT enrollees available from Princeton, and will eliminate entirely any Rutgers trainees. These men are the highest type that could be offered to our Air Corps services.

"In the hope of conserving that tremendously valuable contribution to our nation's defense, your petitioners ask that IATCB invite First Fighter Command to re-examine the situation surrounding Unger Aircraft's CPT operations. We do not know the air defense problem; are not informed as to defense installations or projects in the vicinity of Princeton Airport. Without that knowledge, our premise for requesting this re-examination may be founded on unsubstantial ground. That premise is based on the theory that no anti-aircraft firing will be aimed toward the spaces recognized as established airways, except in case of enemy air invasions. If invasion occurs, all airplanes, and particularly all CPT planes, would be grounded, therefore out of harm's way.

"Your petitioners' request is based further on the guarantee of Unger Aircraft that no CPT flying under its control will be permitted to pass beyond any practice zone which may be designated within the narrowed limits of the New York-Washington airway. Civil Air Regulations will be observed to the most exacting degree in holding CPT flights down in the lower levels of this airspace, therefore below the flight course followed by airline or other planes flying the airway.





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"Your petitioners report that tentative arrangements have been made to relocate Unger Aircraft's operations on an airport at Pottsville, Pennsylvania. This removal will be completed if no modification of General Order No. 26 be accomplished under this petition. As has been stated, your petitioners seek to conserve the best available training facilities to equip Princeton and Rutgers students for service in the nation's armed forces. If it finally proves unwise to try to utilize Princeton Airport for such training services, in view of air defense necessities, then the move to Pottsville Airport will be completed in ready acquiescence to the superior need dictated by the nation's defense requirements."

2. The Princeton Airport is located within the Eastern Defense Zone, but also within the narrowed limits of Amber Airway No. 7 which has been exempted by the Eastern Defense Command.

3. A similar request was submitted on Lewiston-Auburn, Maine. In Meeting No. 146-P of the IATCB, the following recommendations were made:

"1. That the establishment of a channel one mile wide from Lewiston-Auburn, Maine Airport westerly to the nearest boundary of the unrestricted zone prescribed in General Order No. 26, Eastern Defense Command, through which channel Maine Air Transport may be permitted to fly its CPT trainees into unrestricted territory, be approved.

"2. That the above recommendation and the correspondence in this case be referred to the First Air Force for their attention and further action."

(the minutes)
This meeting was signed by the Board Members on September 14, 1942 and at present is awaiting action by the War Aviation Committee.

RECOMMENDATIONS:

That action on the use of the Princeton Airport, PRINCETON, NEW JERSEY, for Civilian Pilot Training be deferred until the recommendations in Meeting No. 146-P have been acted upon.

* * * * * *

2. DANGER AREAS:
CAMP PERRY, OHIO - Extension of existing Lake Erie Gunnery Range.

Discussion:

The Secretary of the Board presented a request from the War Department Member for the extension of the existing Lake Erie Gunnery Range, CAMP PERRY, OHIO, and redefinition of the danger area.

Findings:

1. The following letter from the Commanding Officer, Erie Proving Ground, LaCarne, Ohio, dated August 8, 1942 to the Chief of Ordnance, was introduced:

"1. On 26 April 1941, pursuant to the publication of Chapter 19 of the Army Act approved July 1918 (40 Stat. 892:33 USC 3) regulations were prescribed by the Secretary of War to govern the use and navigation of waters of Lake Erie adjoining Erie Proving Ground, LaCarne, Ohio. The danger zone in said regulations was described as follows:

'A triangle having its apex on shore at the Erie Proving Ground, and extending northward into Lake Erie about 15 miles. The east boundary of the restricted area is defined by a line 198 degrees, true bearing, from Niagara Reef beacon to the water tower on the Erie Proving Ground property. The west boundary is defined as a line 164 degrees, true bearing, from West Sister Island Beacon to



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a range observation tower (to be erected) on the Erie Proving Ground. The range limit of the restricted area is defined by a line from West Sister Beacon to a point on the east boundary line approximately 5,000 yards north of Niagara Reef Beacon. (See U.S. Lake Survey Chart No. 37)'.

"2. If the triangle referred to in paragraph 1 be extended southerly, the apex of the triangle would fall near LaCarne, Ohio, which is south of the Erie Proving Ground.

"3. The area over Erie Proving Ground is used constantly for artillery and anti-aircraft firing. This constitutes a hazard to all aircraft flying over any part of Erie Proving Ground or flying over any part of the danger zone described in paragraph 1 over Lake Erie. This hazard exists up to 40,000 feet.

"4. This station has been constantly harassed by airplanes operated by private individuals, commercial airlines, Army Air Corps and by naval planes. During a period from June 4 to August 2 inclusive, 67 planes have been observed flying over the danger zone at heights varying from 100 feet to 10,000 feet.

"5. In Weekly Notice to Airmen published May 5, 1941, on page 40 the danger area marked "Artillery Firing" is shown which does not include all of the area in which the danger of anti-aircraft and artillery firing exists. This map is very misleading to airmen and would lead them to fly over the proving ground itself. In Weekly Notice to Airmen dated September 18, 1941 on page 26 appears the following:

'Camp Perry: WARNING: - (Erie Proving Ground). - Antiaircraft firing in a triangular area extending lakeward from LaCarne, Ohio, up to 40,000 feet. Both Nat'l. Guard Flds. closed. No landing fac. avail. No planes should be cleared for here. (See attached sketch) (Erie Proving Ground).-- Former Nat'l. Guard Airport closed permanently Sept. 4.'

Attention is also called to the map on Page 47 which does not conform to the text in that the area designated on the map extends only to the shore of the lake and not southward to LaCarne, Ohio, in accordance with the text.

"6. In Weekly Notice to Airmen dated July 9, 1942, no text reference is made to Erie Proving Ground. However, the following appears under "LaCarne" and "Lake Erie":

"LACARNE: WARNING: Artillery firing.
"LAKE ERIE: WARNING: Aerial gunnery in progress on following areas:
(1) area N of Amber Airway #6, E of Red #20, and N to Canadian border;
(2) area N of Green Airway #3, W of Red #20, and E of Red #27 to Canadian border on N."

Reference to map, page Ohio 6 shows same defect in designation of danger area as former notice.

"7. * * *

"8. Request establishment of a restricted zone up to 40,000 feet over Erie Proving Ground and over the restricted area described in paragraph 1, similar to that established over Aberdeen Proving Ground by Executive Order #7985, 8 October 1938 (AR 380-5, pr. 61), which has activities similar to this station and that the within facts be brought to the attention of the Commanding General, Army Air Forces and the Civil Aeronautics Administration."

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2. The 4th Indorsement to the above quoted communication dated September 4, 1942 from the Erie Proving Ground to the Chief of Ordnance, reads as follows:



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Meeting No. 160 September 22, 1942

" * * * The entire area is described as follows: 'Bounded on the north by a line with azimuth 104 degrees from West Sister Island light to the intersection of a line with azimuth 198 degrees through Niagara Reef Beacon; bounded on the east by a line from above intersection at 188 degrees through old mouth of LaCarpe Creek to the New York Central railroad; bounded on the south by the New York Central Railroad and bounded on the west by a line of 324 degrees azimuth from LaCarne, Ohio to the mouth of Turtle Creek, thence along a line of 6 degrees azimuth to West Sister Island light.' All flying in the enclosed area is hazardous.

"In order to insure the safety of aircraft flying in this vicinity, the easterly and the westerly lines of this area should be extended at least one mile, in each direction as a buffer strip against aircraft, because of the high flying speed of modern aircraft. This is especially so in that this danger immediately adjoins an aerial gunnery area established by the U.S. Engineers by notice dated 7 August 1941 and is partly within the westerly area reserved for aerial gunnery in western Lake Erie as shown on Page Ohio 6, Weekly Notice to Airmen 9 July 1942."

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3. In Meeting No. 39 of the IATCB recommended the abolishment of Red Airway #21 or the reorientation of the Wayne County radio range. In Meeting No. 108 of the IATCB, the following danger area was established for test firing of armament from airplanes out of Fairfield Air Depot:

> "Area No. 2 - Bounded on the North by the boundary line between Ontario, Canada, and the State of Ohio, on the Northwest by the boundary line between the State of Michigan and the State of Ohio, on the West by the East boundary of Red Airway No. 27 on the South by the North boundary of Green Airway No. 3 and on the East by the SW boundary of Red Airway No. 20. That * * * activities be coordinated with those at CAMP PERRY, OHIO."

RECOMMENDATIONS:

1. That the CAMP PERRY, OHIO, danger area be redefined as follows:

> "Bounded on the north by a line with azimuth 104 degrees from West Sister Island light to the intersection of a line with azimuth 198 degrees through Niagara Reef Beacon; bounded on the east by a line from above intersection at 188 degrees through old mouth of LaCarpe Creek to the New York Central railroad; bounded on the south by the New York Central Railroad and bounded on the west by a line of 324 degrees azimuth from LaCarne, Ohio to the mouth of Turtle Creek, thence along a line of 6 degrees azimuth to West Sister Island light."

2. That the Civil Aeronautics Administation reorient the southeast leg of the DETROIT RADIO RANGE approximately 5 degrees clockwise so that it will lie outside of the Danger Area above redefined.

3. That the above described area be designated a danger area and published in CAA "Weekly Notices to Airmen" and plotted on Coast and Geodetic Aeronautical Charts.

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Meeting No. 160 September 22, 1942

3. MEMORANDUM FOR THE RECORD

CHANGE OF AFFILIATION OF IATCB WITH WAR AVIATION COMMITTEE

The following memorandum from the Director of Management Control(AAF) to the IATCB, dated September 18, 1942, was read into the minutes:

"1. Effective September 15, 1942, the Office of the Military Director of Civil Aviation was dissolved and the functions transferred to the jurisdiction of other Divisions of this Headquarters and to the Air Transport Command.

"2. Paragraph 3 of a revised AAF Regulation No. 20-5, dated September 15, 1942, reads as follows:

> 'The Secretary of the Airport Approval Board (Secretaries of War, Navy, and Commerce) has been designated by the War Aviation Committee as Executive Officer for the War Aviation Committee. The responsibility and authority heretofore vested by the War Aviation Committee in the Military Director of Civil Aviation has now been delegated by said Committee to its Executive Officer.'

"3. In accordance with the above directive, the IATCB will report to Colonel J. B. Newman, Jr., on matters being forwarded for the attention of the War Aviation Committee.

"4. * * *" (Detail of personnel transfer).

* * * * * * *

J. B. Hartranft, Jr.
J. B. HARTRANFT, MAJOR, A.C.
Secretary, IATCB
9/23/42

Earl F. Ward
EARL F. WARD
CAA Representative

C. B. Lober
C. B. LOBER,
Colonel, AC
War Department Representative

J. B. Voit
J. B. VOIT, LT. COMDR., USN
Navy Department Representative

Gus Leazar
GUS LEAZAR,
CAB Representative

The above recommendations are within the policies established by the War Aviation Committee and are approved.

For the War Aviation Committee:

James B. Newman, Jr.
JAMES B. NEWMAN, Jr.
Colonel, Air Corps
Executive



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INTERDEPARTMENTAL
AIR TRAFFIC CONTROL BOARD
Washington, D. C.

Meeting No. 161 — September 23, 1942

Place: IATCB Room, Army Air Forces Annex No. 1, Washington, D. C.

Time: 1:00 P.M. to 5:00 P.M.

Members Present:

Earl F. Ward, CAA, Presiding
C. B. Lober, Col., AC
J. B. Voit, Lt. Comdr., USN
Gus Leazar, CAB

Secretary: J. B. Hartranft, Jr., Major, AC

Witnesses Appearing:

J. R. Nash, Capt., AC, Buildings & Grounds Division
R. H. Drake, CAA-CPT
J. R. Yarrow, CAA-Airport Division
E. W. Piltz, CAA-Flight Information Section

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4. MEMORANDUM FOR THE RECORD - CAMP MCCOY, WISCONSIN TRAINING AREA... 13

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1. AIRPORTS:

A. NAVY:

(1) PERU, INDIANA - 12 OUTLYING FIELDS FOR THE PERU NRAB



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Meeting No. 161 September 23, 1942

Discussion:

The Secretary of the Board presented a request from the Navy Bureau of Aeronautics, submitted through the Navy member, for approval of 12 Outlying Fields to serve the PERU, INDIANA Naval Reserve Aviation Base.

RECOMMENDATIONS:

That the 12 Sites located as follows be approved as Outlying Fields to serve the PERU, INDIANA Naval Reserve Aviation Base:

| Field No. | Latitude | Longitude | Field No. | Latitude | Longitude |
|---|---|---|---|---|---|
| 29017 | 40° 44' | 86° 27' | 07515 | 40° 42' | 85° 51' |
| 01815 | 40° 53' | 86° 03' | 33106 | 40° 45' | 86° 12' |
| 31111 | 40° 46' | 86° 18' | 32512 | 40° 49' | 86° 17' |
| 04510 | 40° 46' | 86° 00' | 04215 | 40° 50' | 85° 56' |
| 20011 | 40° 29' | 86° 13' | 10910 | 40° 36' | 85° 54' |
| 16015 | 40° 26' | 86° 01' | 25316 | 40° 35' | 86° 27' |

* * * * *

(2) PHILADELPHIA, PENNSYLVANIA - MUNICIPAL AIRPORT - NAVAL AIR TRANSPORT SERVICE

Discussion:

The Secretary of the Board presented a request from the Navy Bureau of Aeronautics, submitted through the Navy member, for approval of the use of the Municipal Airport, PHILADELPHIA, PENNSYLVANIA by the Naval Air Transport Service.

Findings:

1. The following is an undated memorandum to the Head of the Planning Division, Bureau of Aeronautics from the Director, Aviation Division, Office of the Chief of Naval Operations, regarding this subject:

"1. The Naval Air Transport Service is planning a general revision of schedules, for the purpose of further utilization of equipment and elimination of extensive layovers of cargo and passengers. Night schedules providing through service are to be placed in effect as soon as possible.

"2. Night operations at Philadelphia will be possible only by the use of the Municipal Airport. The facilities and area of Mustin Field are inadequate for night operations, and in fact are not suitable for daytime operations with the type of equipment now in use.

"3. The Naval Aircraft Factory is making the preliminary arrangements for this move, as regards space and necessary personnel.

"4. It is requested that the Bureau of Aeronautics make the necessary arrangements to clear this move through the Interdepartmental Air Traffic Control Board."

2. At Meeting No. 102, the IATCB approved the use of the Philadelphia Municipal Airport for various types of testing operations out of the Philadelphia Naval Aircraft Factory. At Meeting No. 146, the IATCB approved the use of the Philadelphia Municipal Airport by First Air Force Pursuit Operational Training Units provided operations are coordinated with Navy and other activities and provided no transitional training is conducted therefrom.

RECOMMENDATIONS:

That the Municipal Airport, PHILADELPHIA, PENNSYLVANIA be approved for use by the Naval Air Transport Service subject to coordination with existing activities.



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Meeting No. 161 September 23, 1942

(3) CRESCENT CITY, CALIFORNIA - NAVY OPERATIONS

Discussion:

The Navy Department member made a verbal request for the approval of the use of the airport at CRESCENT CITY, CALIFORNIA by the Navy.

Findings:

1. The site requested is located 2½ miles Northeast of CRESCENT CITY at Latitude 41° 47', Longitude 124° 14'.

2. The site requested was approved for use by the 4th Air Force for patrol purposes at Meeting No. 142-3, and was on Part #1 "Previously Approved for Improvement by CAA and Presently Required for Army Use" of the CAA list considered at that meeting.

3. The Navy Department member introduced into the record the following letter of September 4, 1942 from the Commandant, Twelfth Naval District to the Chief of the Bureau of Aeronautics, subject "Crescent City Airport.":

"1. There is now an airport at Crescent City which has been under development by the Civil Aeronautics Authority, work on which is now under contract and which will be completed September 12th.

"2. There is at present one five thousand (5,000) foot runway. The Army has tanks for gasoline storage system on the field.

"3. At a joint conference between the Army, Navy, and the Civil Aeronautics Authority in San Francisco, the Army representative stated that they would be glad to relinquish control of this field to the Navy. The representative of the Civil Aeronautics Authority stated that if they were informed prior to September 12th that the Navy would sponsor the further development of this field, they would install additional facilities and provide a seven thousand (7,000) foot runway. This would give the essentials of an excellent airport.

"4. It is therefore recommended that the Navy sponsor the completion of the facilities at the Crescent City Airport. It is necessary the development of airport be sponsored prior to September 12, 1942 in order to carry on the present contract. If the airport is not sponsored previous to this time the present contract will lapse and the construction of the new runway and installation of the gasoline storage system cannot be accomplished at this time.

"5. It is recommended that the Commandant, Twelfth Naval District be directed to proceed with the development of this airport as a Navy field.

"6. Despatch instructions requested."

4. On September 10, 1942 the following dispatch was sent in reply to the above memorandum:

"REFER YOUR LETTER 4 SEPTEMBER 1942 X REQUEST YOU ADVISE LOCAL CAA REPRESENTATIVE THAT BUREAU IS REQUESTING CAA WASHINGTON TO UNDERTAKE DEVELOPMENT OF CRESCENT CITY AIRPORT UNDER NAVY SPONSORSHIP X ALSO REQUEST THAT YOU FORWARD THIS BUREAU PLANS OF AIRPORT WITH YOUR RECOMMENDED DEVELOPMENT"

RECOMMENDATIONS:

1. That the approval of the use of the Crescent City Airport, CRESCENT CITY, CALIFORNIA for Patrol purposes of the Fourth Air Force, given in Meeting No. 142-3, be rescinded.



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2. That the use of the Crescent City Airport located at Latitude 41° 47', Longitude 124° 14', CRESCENT CITY, CALIFORNIA by the Navy be approved.

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B. ARMY

(1) SMYRNA, TENNESSEE - FOUR ENGINE FLYING SCHOOL

Discussion:

The Secretary of the Board presented a request from the Military Air Traffic Control Division for approval of the Army Air Base, SMYRNA, TENNESSEE as a Four Engine Flying School.

Findings:

1. The Air Base at SMYRNA, TENNESSEE has been carried on the records of the Military Air Traffic Control Division as a Four Engine Flying School but has never been formally approved for such purpose by the IATCB.

2. The SMYRNA Army Air Base is located at Latitude 36° 00' 35", Longitude 86° 31' 35".

RECOMMENDATIONS:

1. That the Army Air Base located at Latitude 36° 00' 35", Longitude 86° 31' 35", SMYRNA, TENNESSEE be approved for a Four Engine Flying School.

2. That operations from this airport be conducted in accordance with Civil Air Regulations, Part 60 "Air Traffic Rules."

* * * * *

(2) SOUTH COFFEYVILLE, OKLAHOMA - BASIC GLIDER SCHOOL

Discussion:

The Secretary of the Board presented a request from the Director of Base Services for reconsideration of his former request for approval of a site at SOUTH COFFEYVILLE, OKLAHOMA as a Basic Glider School.

Findings:

1. At Meeting No. 147, the IATCB disapproved a request for approval of the site at SOUTH COFFEYVILLE, OKLAHOMA as a Basic Glider School because the site was within Amber Airway No. 4 and was in close proximity to the COFFEYVILLE, KANSAS Basic Flying School.

2. In Record and Routing Sheet dated September 16, 1942, requesting reconsideration of the Board's previous action, the Director of Base Services advised that the site requested is an existing airfield known as Jenson Field and was selected for Basic Glider training to save time which would be required for the construction of a new field.

3. Following is a memorandum dated September 10, 1942 from the Commanding General, Gulf Coast Army Air Forces Training Center to the Commanding General, Army Air Forces requesting reconsideration of the SOUTH COFFEYVILLE Site:

"1. It is fully realized that this requested site is only approximately 8½ miles distant from the Basic Flying School now being constructed northeast of Coffeyville, Kansas. However, when this site was first considered a representative from this headquarters contacted the Commanding Officer of the Basic Flying School



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and this fact was given due consideration. The Commanding Officer of the Basic Flying School has agreed that the Glider School will not bother his operations.

"2. The Basic School at Coffeyville, Kansas, and the proposed Glider School at South Coffeyville, Oklahoma, will both be under the control of this headquarters.

"3. It is proposed to operate the gliders from the base airdrome at South Coffeyville and from auxiliary fields to the South and Southwest of the base field.

"4. This Basic Glider School is scheduled to open on September 14. The civilian field already in operation on the site is owned by Funk Brothers who have had experience in glider building and training and who are prospective contractors.

"5. The saving of time is of vital importance in this matter."

4. The site requested is located at Latitude 36° 59', Longitude 95° 38' 30", and is within the confines of Amber Airway No. 4. The records of the C.A.A. show the Longitude of this site as being 95° 37'.

5. Lieutenant Seay, Office of the Chief of Flying Training advised Lt. Colonel McMullen, Military Air Traffic Control Division, by phone on July 22, 1942 that 2 and 3 place gliders would be used and the tow planes would be of the BT-13 type.

RECOMMENDATIONS:

1. That the disapproval of the request for a Basic Glider School at SOUTH COFFEYVILLE, OKLAHOMA in Meeting No. 147 be rescinded.

2. That the request for approval of the use of the Jensen Airport, SOUTH COFFEYVILLE, OKLAHOMA located at Latitude 36° 59', Longitude 95° 38' 30", as a Basic Glider School be approved.

3. That operations from this airport be conducted in accordance with Civil Air Regulations, Part 60 "Air Traffic Rules."

4. That auxiliary fields be located and operations be conducted to the Southwest of the proposed site.

* * * * *

2. DANGER AREAS:

A. RAPID CITY, SOUTH DAKOTA - GROUND TO GROUND GUNNERY RANGE

Discussion:

The Secretary of the Board presented a request from the Director of Base Services for approval of a Ground to Ground Gunnery Range in the vicinity of RAPID CITY, SOUTH DAKOTA.

Findings:

1. The proposed range is described as an area 1 mile in radius the center of which is located at Latitude 43° 58', Longitude 103° 29'.

2. The proposed range will be located between Spring Creek and the highway between Rapid City and Hill City and the firing will be conducted away from the highway.

RECOMMENDATIONS:

1. That the proposed Ground to Ground Gunnery Range in the vicinity of RAPID CITY, SOUTH DAKOTA consisting of an area 1 mile in radius the center of which is located at Latitude 43° 58', Longitude 103° 29' be approved.



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2. That no Danger Area be established over the above Ground to Ground Gunnery Range.

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B. SANTA ANA, CALIFORNIA - SMALL ARMS PRACTICE

Discussion:

The Secretary of the Board presented a request from the Director of Base Services for approval of a Skeet Range for the SANTA ANA, CALIFORNIA Army Air Base.

Findings:

1. The proposed Skeet Range is located at Latitude 33° 37', Longitude 117° 54'

2. Santa Ana Army Air Base was approved by the IATCB at Meetings 100 and 102 but no coordinates were given. According to the CAA record, the coordinates of the SANTA ANA Air Base, Orange County Airport, are as follows: Latitude 33° 40', Longitude 117° 52'.

RECOMMENDATIONS:

1. That the proposed Skeet Range located at Latitude 33° 37', Longitude 117° 54' be approved for the SANTA ANA, CALIFORNIA Army Air Base provided arrangements are made for the cessation of fire upon the approach of aircraft in dangerous proximity to the range.

2. That no Danger Area be established over the above Skeet Range.

3. That the Minutes of IATCB Meetings Nos. 100 and 102 be amended to show the coordinates of the SANTA ANA Air Base, Orange County Airport, as being Latitude 33° 40', Longitude 117° 52'.

* * * * *

C. COLUMBIA, SOUTH CAROLINA - BOMBING TARGET

Discussion:

The Secretary of the Board presented a communication dated September 12, 1942 from the Operations Officer, Columbia Army Air Base, COLUMBIA, SOUTH CAROLINA to the Commanding General, Army Air Forces, wherein it was indicated that bombing would commence September 17, 1942 on Bombing Target No. 3 located at Latitude 34° 07', Longitude 81° 27'.

Findings:

1. At Meeting No. 138, the IATCB recommended that the Danger Area in the vicinity of COLUMBIA, SOUTH CAROLINA established in Meeting No. 91 be extended and enlarged to read as follows:

> Bounded on the North by Latitude 34° 07' N; on the West by Longitude 81° 27' W; on the South by Latitude 34° 01' N; and on the East by Longitude 81° 16' W.

2. Bombing Target No. 3 referred to in the communication from the Operations Officer, Columbia Army Air Base is located on the Northwest corner of the above Danger Area and the Military Air Traffic Control Division requests that this Danger Area be enlarged to encompass Bombing Target No. 3.

RECOMMENDATIONS:

1. That the Danger Area in the vicinity of COLUMBIA, SOUTH CAROLINA, approved in Meeting No. 138, be extended to include the area between Latitudes 34° 05' and 34° 10' and Longitudes 81° 24' and 84° 30'.

2. That this addition to the COLUMBIA, SOUTH CAROLINA Danger Area be published in CAA Notices to Airmen and shown on Coast and Geodetic Survey Aeronautical Charts.

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D. MOJAVE, CALIFORNIA - ANTI-AIRCRAFT TRAINING AND SEARCHLIGHT TRACKING.

Discussion:

The Secretary of the Board presented a request from the Commanding General, Antiaircraft Artillery Training Center, Camp Haan, Riverside County, California for the establishment of a Danger Area over the MOJAVE, CALIFORNIA Antiaircraft Range.

Findings:

1. The Danger Area requested is described as bounded by a line beginning at Latitude 35° 38', Longitude 116° 55'; thence due South on said Longitude to the Town of GLADSTONE; thence in a straight line in a Southeasterly direction to the West edge of Coyote Lake and the West edge of Amber Airway No. 2; thence generally East Northeasterly to Latitude 35° 06', Longitude 116° 30'; thence generally Northeasterly to Latitude 35° 16', Longitude 116° 20'; thence Northerly along said Longitude to Latitude 35° 34'; thence Northwesterly to Latitude 35° 38', Longitude 116° 30'; thence due West on said Latitude to the point of origin.

2. The Southeastern portion of the above area lies within the confines of Amber Airway No. 2.

3. The area requested encompasses three separate Danger Zones which have been carried in CAA "Weekly Notices to Airmen" and shown on Coast and Geodetic Survey Aeronautical Charts. The three separate Danger Zones are used for Anti-aircraft Training.

4. The Mojave Antiaircraft Range is used cntinuously for all typesof anti-aircraft firing and for searchlight tracking missions.

RECOMMENDATIONS:

1. That the request for the establishment of a Danger Area, described as follows, over the MOJAVE, CALIFORNIA Antiaircraft Firing Range be disapproved:

Bounded by a line beginning at Latitude 35° 38', Longitude 116° 55'; thence due South/said Longitude to the Town of Gladstone; thence in a straight line in a Southeasterly direction to the West edge of Coyote Lake and the West edge of Amber Airway No. 2; thence generally East Northeasterly to Latitude 35° 06', Longitude 116° 30'; thence generally Northeasterly to Latitude 35° 16', Longitude 116° 20'; thence Northerly along said Longitude to Latitude 35° 34'; thence Northwesterly to Latitude 35° 38', Longitude 116° 30'; thence due West on said Latitude to the poim of origin.

2. That a Danger Area described as follows be established over the MOJAVE, CALIFORNIA Antiaircraft Range:

Bounded by a line beginning at Latitude 35° 38', Longitude 116° 55'; thence due South on said Longitude to the Town of Gladstone; thence in a straight line in a Southeasterly direction to the West edge of Coyote Lake and the West edge of Amber Airway No. 2; thence Northeasterly along said Airway to Longitude 116° 20'; thence northerly along said longitude to Latitude 35° 34'; thence Northwesterly to Latitude 35° 38', Longitude 116° 30'; thence due West on said Latitude to the point of origin.

3. That the Danger Area established in Recommendation 2 above be published in CAA Notices to Airmen and shown on Coast and Geodetic Survey Aeronautical Charts.

* * * *

E. SMYRNA, TENNESSEE - TWO BOMBING TARGETS.

Discussion:

The Secretary of the Board presented a request from the Director of Base Services for approval of two Bombing Targets for the Army Four Engine Flying School, SMYRNA, TENNESSEE.



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Meeting No. 161 September 23, 1942

Findings:

1. The proposed Bombing Targets are described as follows:

Site No. 1, Boiling Springs - An area 1 mile square centered on Latitude 36° 05', Longitude 86° 50', 6 miles Southwest of Nashville, Tennessee.

Site No. 2, Hillsdale - An area 1 mile square centered on Latitude 36° 04', Longitude 86° 00', 44 miles East Southeast of Nashville, Tennessee.

2. Site No. 1 is located within the center of Green Airway No. 5 and on the Southwest leg of the Nashville, Tennessee Radio Range and is approximately 8 miles from Berry Field (the Nashville Municipal Airport).

3. Site No. 2 is approximately 6 miles within the confines of Green Airway No. 5 and approximately 4 miles North of the West leg of the Smithville, Tennessee Radio Range.

4. Green Airway No. 5 is a very heavily traveled airway between Fort Worth, Texas and Washington, D. C.

RECOMMENDATIONS:

1. That Site No. 1, the center of which is located at Latitude 36°05', Longitude 86° 50', be disapproved as a Bombing Target Site for the SMYRNA, TENNESSEE Army Air Base.

2. That Site No. 2, the center of which is located at Latitude 36° 04', Longitude 86° 00', be disapproved as a Bombing Target Site for the SMYRNA, TENNESSEE Army Air Base.

* * * *

F. GRAHAM, TEXAS - FIELD TRAINING CAMP

Discussion:

The Secretary of the Board presented a request from the Corps of Engineers for aporoval of a Field Training Camp Site in the vicinity of GRAHAM, TEXAS.

Findings:

1. The proposed site is described as beginning at the Town of South Bend at the intersection of a county road with the WF&S Railroad; thence Northerly and Westerly along said county road to the Town of New Castle and to its intersection with the Olney-New Castle Road; thence North on said road to a point exactly 3 miles North of New Castle; thence due West to the East edge of Blue Airway No. 6; thence South Southwest in a straight line to the town of Murray; thence East Southeast in a straight line to the Town of South Bend and the point of origin.

2. Activities at the proposed camp will include firing up to 155 mm Howitzers.

3. The proposed site does not lie within the confines of any existing civil airway.

RECOMMENDATIONS:

1. That the proposed Field Training Camp Site in the vicinity of GRAHAM, TEXAS described as follows be approved:

Bounded by a line beginning at the Town of South Bend at the intersection of a county road with the WF&S Railroad; thence Northerly and Westerly along said county road to the Town of New Castle and to its intersection with the Olney-New Castle Road; thence North on said road to a point exactly 3 miles North of New Castle



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thence due West to the East edge of Blue Airway No. 6; thence South Southwest in a straight line to the town of Murray; thence East Southeast in a straight line to the Town of South Bend and the point of origin.

2. That the area described in Recommendation 1 above be designated a Danger Area, published in CAA Notices to Airmen and shown on Coast and Geodetic Survey Aeronautical Charts upon receipt of notice of the issuance of the construction permit for the proposed camp.

* * * *

G. BURNET COUNTY, TEXAS - RELOCATION OF APPROVED CAMP SITE.

Discussion:

The Secretary of the Board presented a request from the Corps of Engineers for approval of the relocation of the BURNET COUNTY, TEXAS Infantry or Armored Division Camp Site approved by the IATCB in Meeting No. 153.

Findings:

1. Memorandum of September 17, 1942 from the Corps of Engineers to the War Department member reads as follows:

"1. At Meeting No.153 of the IATCB, September 11, 1942, the location of a site for an Infantry or Armored Division Camp in Burnet County, Texas was sanctioned by the Board.

"2. A further field investigation indicates that a much better site for the purpose is available at a location immediately north of the site mentioned in Paragraph 1.

"3. This office requests reconsideration by the IATCB to the extent of rescinding action taken on this project at Meeting No. 153 and substituting therefor sanction of the revised location as indicated on the inclosed 'Exhibit D'."

2. The camp site approved in Meeting No. 153 is described as follows:

Beginning at the town of Burnet; thence Easterly along State Highway #29 to the Town of Grover; thence in a straight line South-Southwesterly to the Town of Travis Peak; thence due South to the North Bank of the Colorado River; thence Westerly along the North Bank of the Colorado River to its intersection with U.S. Highway 281; thence Northerly along said highway to the Town of Burnet and point of origin.

3. The camp site now requested is described as beginning at the Town of Burnet; thence easterly along the T&NO Railroad to the Town of Bertram; thence Northeasterly along a county road to its intersection with a primitive road running Northwesterly; thence due North from this point to Latitude 30° 56'; thence due West on said Latitude to the T&NO Railroad; thence Southerly along said railroad to the Town of Burnet and point of origin.

4. Activities at the proposed camp will include firing up to 155 mm Howitzers.

5. The proposed site does not lie within the confines of any existing civil airway.

RECOMMENDATIONS:

1. That the recommendations in Meeting No. 153 approving the proposed Infantry or Armored Division Camp Site and establishing a Danger Area in BURNET COUNTY, TEXAS, described as follows be rescinded:

Beginning at the Town of Burnet; thence Easterly along State Highway #29 to the Town of Grover; thence in a straight line South-Southwesterly to the Town of



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Travis Peak; thence due South to the North bank of the Colorado River; thence Westerly along the North bank of the Colorado River to its intersection with U.S. Highway 281; thence Northerly along said highway to the Town of Burnet and point of origin.

2. That the proposed Infantry or Armored Division Camp Site in BURNET COUNTY, TEXAS described as follows, be approved:

Beginning at the Town of Burnet; thence Easterly along the T&NO Railroad to the Town of Bertram; thence Northeasterly along a county road to its intersection with a primitive road running Northwesterly; thence due North from this point to Latitude 30° 56'; thence due West on said Latitude to the T&NO Railroad; thence Southerly along said railroad to the Town of Burnet and point of origin.

3. That the area described in Recommendation 2 above be designated a Danger Area, published in CAA Notices to Airmen and shown on Coast and Geodetic Survey Aeronautical Charts upon receipt of notice of the issuance of the construction permit for the proposed camp.

* * * *

I. DEMING, NEW MEXICO - SIX BOMBING TARGET SITES.

Discussion:

The Secretary of the Board presented a request from the Director of Base Services for approval of Six Bombing Target Sites for the DEMING, NEW MEXICO Advanced Flying School.

Findings:

1. The Six Bombing Target Sites requested are located as follows:

| Site No. | Latitude | Longitude |
|---|---|---|
| 19 | 32° 02' | 107° 06' |
| 20 | 32° 44' | 107° 10' |
| 21 | 32° 44' | 107° 20' |
| 22 | 32° 44' | 107° 30' |
| 23 | 32° 51' | 107° 23' |
| 24 | 32° 58' | 107° 26' |

2. Site No. 19 lies within the DEMING, NEW MEXICO Danger Area previously established in Meeting No. 157. Sites Nos. 20 through 24 do not lie within the DEMING Danger Area.

3. None of the above Bombing Target Sites lie within the confines of any existing civil airway.

RECOMMENDATIONS:

1. That the Six Bombing Target Sites located as follows be approved for the DEMING, NEW MEXICO Advanced Flying School:

| Site No. | Latitude | Longitude |
|---|---|---|
| 19 | 32° 02' | 107° 06' |
| 20 | 32° 44' | 107° 10' |
| 21 | 32° 44' | 107° 20' |
| 22 | 32° 44' | 107° 30' |
| 23 | 32° 51' | 107° 23' |
| 24 | 32° 58' | 107° 26' |



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2. That the DEMING, NEW MEXICO Danger Area established at Meeting No. 157 be extended as follows:

Beginning at the intersection of the West side of Amber Airway #3 and the first class highway between Hot Springs and Las Cruces; thence Northerly along the West edge of said airway to Latitude 33°; thence West along said Latitude to a point North of the Town of HILLSBORO (Longitude 107° 34'); thence due South to Latitude 32° 38', the Northern boundary of the existing Danger Area.

3. That the above extension to the DEMING, NEW MEXICO Danger Area be published in CAA Notices to Airmen and shown on Coast and Geodetic Survey Aeronautical Charts.

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J. ALBUQUERQUE, NEW MEXICO - BOMBING RANGE AND BOMBING TARGET

Discussion:

The Secretary of the Board presented a request from the Director of Base Services for approval of a Bombing Range and one Bombing Target fro the ALBUQUERQUE, NEW MEXICO Army Air Base.

Findings:

1. The proposed Bombing Range is described as an area 3 miles square centered on Latitude 34° 49', Longitude 107° 59'.

2. The proposed Bombing Target is described as an area 1 mile square centered on Latitude 35° 16', Longitude 106° 43'.

3. Neither the proposed Bombing Range nor the proposed Bombing Target lie within Danger Areas 1 and 2 established at Meeting No. 165.

4. The Military Air Traffic Control Division requested that Danger Area No. 1 be extended to include the proposed Bombing Target.

RECOMMENDATIONS:

1. That the proposed Bombing Range, described as an area 3 miles square centered on Latitude 34° 49', Longitude 107° 59', be approved for the ALBUQUERQUE, NEW MEXICO Army Air Base.

2. That the Bombing Range approved in Recommendation 1 above be designated a Danger Area.

3. That the proposed Bombing Target, described as an area 1 mile square centered on Latitude 35° 16', Longitude 106° 43', be approved for the ALBUQUERQUE, NEW MEXICO Army Air Base.

4. That the Eastern Boundary of the ALBUQUERQUE, NEW MEXICO Danger Area No. 1, established in Meeting No. 65 be extended to Longitude 106° 40'

5. That the Danger Area established in Recommendation 2 above and the extension of the ALBUQUERQUE, NEW MEXICO Danger Area No. 1, recommended in 4 above, be published in CAA Notices to Airmen and shown on Coast and Geodetic Survey Aeronautical Charts.

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Meeting No. 161 September 23, 1942

3. SALINA, KANSAS - CPT FLIGHT TRAINING AREA

Discussion:

The Secretary of the Board presented a request from the Director, Civilian Pilot Training, CAA, for the approval of a Flight Training Area in the vicinity of SALINA, KANSAS, for CPT operations.

Findings:

1. The Flight Training Area requested is described as bounded on the North by Latitude 38° 55'; on the East by Longitude 97° 15'; on the South by Latitude 38° 33' and on the West by Longitude 97° 35'.

2. Prior to presentation to the Board this request was referred to the War Department member for coordination with the Second Air Force. Letter of August 24, 1942, to the Commanding General, Second Air Force, concerning this subject, reads as follows:

"1. The Interdepartmental Air Traffic Control Board is in receipt of a request from the Director of Civilian Pilot Training, Civil Aeronautics Administration, for a reservation for CPT Practice Training Area and outlying fields in the vicinity of Salina, Kansas. The area is described as bounded on the North by 38° 55' Latitude; on the West by 97° 35' West Longitude; on the South by 38° 33' North Latitude, and on the East by 97° 15' West Longitude.

"2. It is the opinion of the undersigned that such area should not be set up, but that local activities should be coordinated locally. In view of your expressed intention to afford every possible facility to the continuance of the CPT program, there should be no difficulty in arriving at a satisfactory solution.

"3. Your comments are invited."

3. First Indorsement from the Commanding General, Second Air, dated September 13, 1942, reads as follows:

"1. Reference Paragraph 2, above, this headquarters concurs in the opinion that an area such as requested should not be reserved for this type of operation.

"2. There is so much conflicting activity at present established around Salina, that a serious question of operating safety is presented. Second Air Force operations are cut off to the south of Salina by the Navy reservation for Hutchinson, an artillery firing range is established approximately six (6) miles west of Salina and two bombing ranges are located directly north. In addition to private and commercial flying activities adjacent to Salina, the ground-air support operations out of Marshall Field are toward Salina and the Second Air Force heavy bombardment units which will soon be based at Herington will also be required to operate in the Salina area. The establishment of any additional flying activities would further complicate an already difficult situation.

"3. If the proposed reservation is requested for a presently established CPT program, the Second Air Force will endeavor, through local coordination, to work out operating areas and patterns that will permit safe operations. On the other hand, if this request contemplates a new installation, it is strongly recommended that a different location be selected outside of an area of dense traffic on which serious restrictions have already been imposed."

4. CPT operation out of SALINA, KANSAS, is an existing operation and consists of 27 Army Trainees.

RECOMMENDATIONS:

1. That the request for a CPT Flight Training Area in the vicinity of SALINA, KANSAS, be disapproved.

2. That the CPT program be continued at SALINA, KANSAS.



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3. That CPT operations at SALINA, KANSAS, be coordinated locally.

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4. MEMORANDUM FOR THE RECORD - CAMP MC COY, WISCONSIN, TRAINING AREA

Discussion:

The Secretary of the Board read into the record the following memorandum of September 21, 1942, from the Corps of Engineers, concerning CAMP MCCOY, WISCONSIN:

"1. Site for Additional Training Aids at Camp McCoy, Wisconsin, was sanctioned at Meeting No. 148 of the I.A.T.C.B., September 4, 1942.

"2. This is to advise that a directive was issued by this office September 8, 1942, for the construction of Training Aids at Camp McCoy."

RECOMMENDATIONS:

That the CAMP MCCOY, WISCONSIN, DANGER Area, as redefined in Meeting No. 148 of the IATCB, be published in CAA Notices to Airmen and shown on Coast and Geodetic Survey Aeronautical Charts.

J. B. Hartranft, Jr.
J. B. HARTRANFT, JR.,
Major, AC
Secretary 9/24/42

Earl F. Ward,
CAA Representative

C. B. Lober
C. B. Lober
Colonel, AC
War Department Representative

J. B. Voit
J. B. Voit
Lt. Comdr., USN
Navy Department Representative

Gus Leazar
Gus Leazar
CAB Representative

The above recommendations are within the policies established by the War Aviation Committee and are approved.

For the War Aviation Committee:

J. B. Hartranft, Jr.
J. B. HARTRANFT, JR.
Colonel, A. C.,
Executive



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INTERDEPARTMENTAL
AIR TRAFFIC CONTROL BOARD
Washington, D. C.

September 24, 1942

Meeting No. 162.

Time: 1:00 P.M. to 5:00 P.M.

Place: IATCB Room, Army Air Forces Annex #1, Washington, D. C.

Members Present: Earl F. Ward, CAA, Presiding
Gus Leazar, CAB
C. B. Lober, Colonel, AC
J. B. Voit, Lt. Comdr., USN

Secretary: J. B. Hartranft, Jr., Major, AC

Witnesses Appearing: E. W. Piltz, CAA
R. H. Drake, CPT-CAA
J. R. Yarrow, CAA

SUBJECTS:


1. AIRPORTS: PAGE NO.

A. STOCKTON, CALIFORNIA - ADVANCED FLYING TRAINING SCHOOL AND 4 AUXILIARY FIELDS.....
B. BETHANY, CALIFORNIA - OUTLYING FIELD FOR NAS, ALAMEDA.....
C. COALINGA, CALIFORNIA - EMERGENCY LANDING FIELD FOR ARMY FLYING SCHOOLS AND CROSS COUNTRY FLIGHTS.....
D. CENTERVILLE, CALIFORNIA - PURSUIT STATION.....

2. DANGER AREAS:

A. ANDALUSIA, ALABAMA - FIELD TRAINING CAMP.....
B. BANGOR, MAINE - AERIAL GUNNERY AND BOMBING.....


* * * * * * * *

1. AIRPORTS:

A. STOCKTON, CALIFORNIA - ADVANCED FLYING TRAINING SCHOOL AND FOUR AUXILIARY FIELDS.

Discussion:

The Secretary of the Board presented a request from the Director of Base Services, submitted through the War Department member, for approval of a site to be used as a main base for an Advanced Flying School at STOCKTON, CALIFORNIA and four sites to be used as auxiliary fields to serve the proposed main base.

Findings:

1. The proposed main base and four auxiliary sites are described as follows:

STOCKTON (Main Base) - Latitude 37° 54', Longitude 121° 15'.
Auxiliary #1, KINGSBURY - Latitude 38° 05' 30", Longitude 121° 21' 30".
Auxiliary #3, NEW JERUSALEM - Latitude 37° 42', Longitude 121° 17'.
Auxiliary #4, MODESTO MUNICIPAL - Latitude 37° 41', Longitude 120° 58'.
Auxiliary #5, TRACY MUNICIPAL - Latitude 37° 41', Longitude 121° 27'.

2. Auxiliary #2 will be submitted for approval as soon as the location is determined.

3. Auxiliary #5 is presently being used by the Boeing School of Aeronautics.

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RECOMMENDATIONS:

1. That the following site be approved for use as a main base for an Advanced Flying School at STOCKTON, CALIFORNIA,
Latitude 37° 54', Longitude 121° 15'

2. That the following sites be approved for use as auxiliary fields to serve the main base:

Auxiliary #1, KINGSBURY - Latitude 38° 05' 30", Longitude 121° 21' 30".
Auxiliary #3, NEW JERUSALEM - Latitude 37° 42', Longitude 121° 17'.
Auxiliary #4, MODESTO MUNICIPAL - Latitude 37° 41', Longitude 120° 58'.
Auxiliary #5, TRACY MUNICIPAL - Latitude 37° 41', Longitude 121° 27'.

3. That operations conducted from Auxiliary #5 be coordinated with existing activities.

---

B. BETHANY, CALIFORNIA - OUTLYING FIELD FOR NAS, ALAMEDA.

Discussion:

The Secretary of the Board presented a request from the Bureau of Aeronautics, submitted through the Navy member, for approval ofthe Tracy (Bethany) Field to serve the Naval Air Station, ALAMEDA, CALIFORNIA.

Findings:

1. The proposed site is located 7 miles Northwest of TRACY, CALIFORNIA at Latitude 37° 47', Longitude 121° 32'.

2. Information received from Colonel Terrill, 4th Air Force, indicates that the 4th Air Force has already agreed to Navy use of the proposed field.

RECOMMENDATIONS:

That the Tracy (Bethany) Field, located at Latitude 37° 47', Longitude 121° 32' be approved as an outlying field to serve the Naval Air Station, ALAMEDA, CALIFORNIA.

---

C. COALINGA, CALIFORNIA - EMERGENCY LANDING FIELD FOR ARMY FLYING SCHOOLS AND CROSS COUNTRY FLIGHTS.

Discussion:

The Secretary of the Board presented a request from the Director of Base Services, submitted through the War Department member, for approval of the Coalinga Municipal Airport as an emergency landing field for nearby Army flying schools and for cross country flights.

Findings:

1. The proposed site is located 1 mile North of COALINGA, CALIFORNIA at Latitude 36 09' 30", Longitude 120 22'.

2. This site has been carried in the records of the Military Air Traffic Control Section, War Organization and Movements, as an elementary training school but has never been formally approved by the IATCB.

RECOMMENDATIONS:

That the Coalinga Municipal Airport, located 1 mile North of COALINGA, CALIF. at Latitude 36° 09' 30", Longitude 120° 22', be approved for use as an emergency landing field for nearby Army flying schools and for cross country flights, subject to coordination with any existing activities.



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D. CENTERVILLE, CALIFORNIA - PURSUIT STATION.

Discussion:

The Secretary of the Board presented a request from the Director of Base Services, submitted through the War Department member, for approval of a site at CENTERVILLE (ALAMEDA COUNTY), CALIFORNIA for use by the 4th Air Force as a pursuit station

Findings:

1. The proposed site is located at Latitude 37° 32', Longitude 121° 59'.

2. At Meeting No. 128, August 3, 1942, the IATCB made the following recommendation:

"That the request for the site at Latitude 37 32', Longitude 121 59', CENTERVILLE, CALIFORNIA be referred to the Commanding Officer, Naval Reserve Aviatin Base, OAKLAND, CALIFORNIA for coordination with officials of the 4th Air Force."

RECOMMENDATIONS:

That a site located in the vicinity of CENTERVILLE, CALIFORNIA at Latitude 37° 32', Longitude 121° 59', be approved for use by the 4th Air Force as a pursuit station.

* * * * * * * *

2. DANGER AREAS:

A. ANDALUSIA, ALABAMA - FIELD TRAINING CAMP.

Discussion:

The Secretary of the Board presented a request from the Corps of Engineers, submitted through the War Department member, for approval of a site to be used for a Field Training Camp near ANDALUSIA, ALABAMA.

Findings:

1. The proposed site is described as beginning at the Town of RIVER FALLS on the L&N Railroad; thence Northeasterly along the CONECUH RIVER to the Town of GANTT; thence Northeasterly along the main highway leading from the Town to Longitude 86° 28'; thence due North along said Longitude to Latitude 31° 30'; thence due West along said Latitude to Longitude 86° 35'; thence Southwesterly in a straight line to the Town of RED LEVEL on the L&N Railroad; thence Southeasterly along said railroad to the Town of RIVER FALLS and the point of origin.

2. Firing of heavy artillery up to 155mm howitzers will be conducted from this site.

3. The proposed date of operation is unknown.

RECOMMENDATIONS:

1. That the following described site located in the vicinity of ANDALUSIA, ALABAMA be approved for use as a Field Training Camp:

Beginning at the Town of RIVER FALLS on the L&N Railroad; thence Northeasterly along the CONECUH RIVER to the Town of GANTT; thence Northeasterly along the main highway leading from the Town to Longitude 86° 28'; thence due North along said Longitude to Latitude 31° 30'; thence due West along said Latitude to Longitude 86° 35'; thence Southwesterly in a straight line to the Town of RED LEVEL on the L&N Railroad; thence Southeasterly along said railroad to the Town of RIVER FALLS and the point of origin.

2. That upon notification from the Corps of Engineers that a construction permit has been issued, the above described area be designated a Danger Area, published in CAA Weekly "Notices to Airmen" and plotted on Coast and Geodetic Survey Aeronautical Charts.



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B. BANGOR, MAINE - AERIAL GUNNERY AND BOMBING.

Discussion:

The Secretary of the Board presented a request from the Office of the 1st Air Force Commander, MITCHEL FIELD, NEW YORK, submitted through the War Department member, for approval of an area for use as an Aerial Gunnery and Bombing Range near DOW FIELD, BANGOR, MAINE.

Findings:

1. The proposed site is described as a rhomboid area between Longitude 67° 30' and Longitude 69° East and West. Northeast corner Latitude 44° 20'; Southeast corner Latitude 43° 50'; Northwest corner Latitude 43° 46'; Southwest corner Latitude 43° 13'.

2. This area falls within the Eastern Defense Area set up by General Drum, Commanding General.

3. Army aerial gunnery and bombing practice will be conducted during daylight hours.

RECOMMENDATIONS:

1. That the following described site near DOW FIELD, BANGOR, MAINE be approved for use as an Aerial Gunnery and Bombing Range:

A rhomboid area between Longitude 67° 30' and Longitude 69° East and West. Northeast corner Latitude 44° 20'; Southeast corner Latitude 43° 50'; Northwest corner Latitude 43° 46'; Southwest corner Latitude 43° 13'.

2. That the above described area be designated a Danger Area, published in CAA Weekly "Notices to Airmen" and plotted on Coast and Geodetic Survey Aeronautcial Charts.

* * * * * * * *

J. B. Hartranft, Jr.
J. B. HARTRANFT, JR.,
Major, A.C., 9/24/42
Secretary.

Earl F. Ward
EARL F. WARD,
CAA Representative.

Gus Leazar
GUS LEAZAR,
CAB Representative.

C. B. Lober
C. B. LOBER,
Colonel, A.C.,
War Department Representative.

J. B. Voit
J. B. VOIT,
Lt. Comdr., USN,
Navy Representative.

The above recommendations are within the policies established by the War Aviation Committee and are approved.

For the WAR AVIATION COMMITTEE:

J. B. Newman, Jr.
J. B. NEWMAN, Jr.
Colonel, A. C.,
Executive.



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INTERDEPARTMENTAL
AIR TRAFFIC CONTROL BOARD
WASHINGTON, D. C.

Meeting No. 163 September 29, 1942

Place: IATCB Room, Army Air Forces Annex #1, WASHINGTON, D. C.

Time: 1:00 p.m. to 5:00 p.m.

Members Present:

Earl F. Ward, CAA, Chairman
C. B. Lober, Colonel, AC
J. B. Voit, Commander, USN

Alternates Present:

John J. Quinn, CAB

Secretary: J. B. Hartranft, Jr., Major, AC

Witnesses Appearing:

D. F. Achenbach, Major, AC
L. A. Bloom, AAF
Paul A. Hochman, Captain, AC
John R. Nash, Captain, AC
W. T. Miller, CAA
W. B. Hunt, Major, AC
Charles F. Taylor, Lt. Col.
E. W. Piltz, CAA
Kenneth Keefe, CAA
John Fitzgerald, C & GS

SUBJECT:

1. CLASSIFICATION OF DEFINITIONS RELATING TO DANGER AREAS ON ALL AERONAUTICAL CHARTS.

Discussion:

The Secretary of the Board summarized previous Board considerations relative to the designation of different types of hazardous areas and pointed out the need for early clarification on Aeronautical charts those things which are hazardous to flight of aircraft i.e., visible and invisible hazards, etc. The Secretary requested consideration of a standardization of map designations on all aeronautical publications.

Findings:

1. Recommendations, IATCB Meeting No. 62, on this subject are as follows:

"1. That the CAA 'Weekly Notice to Airmen' carry a copy of the President's letter regarding the authority of the IATCB.

"2. That immediate action be taken by the War and Navy Departments to coordinate in the establishment of Danger Areas, Prohibited Areas, Gunnery and Bombing Ranges, etc., within their respective departments and submit them for clearance to the IATCB before requesting publication in 'Notice to Airmen.'

"3. That the War and Navy Departments take such action as is necessary to insure that the War Directives AG 580.8 (10/28/42), dated October 31, 1941 and AG 580.8 (1/28/42) - MSC-C-M dated January 28, 1942, and Navy Letter 359238 dated December 31, 1941, be observed.

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"4. That the Civil Aeronautics Administration issue no more notices to airmen or charts concerning danger areas or prohibited areas except as processed through the above mentioned channels."

2. Findings and recommendations of Meeting No. 67 are as follows:

Findings:

"1. That a number of terms are in use at the present time such as Restricted Areas, Danger Areas, Prohibited Areas, Air Space Reservations, Critical Defense Areas, etc., and there seems to be no clear-cut definition in use to determine what areas shall be placed in which category.

"2. That the terms, Danger Areas, Restricted Areas, and Prohibited Areas can be defined in such a manner as to cover all such areas in the United States.

"3. That a number of requests have been submitted by Commanding Officers of Stations, Ordnance Works, Defense plant officials, etc., for the establishment of, and publication in NOTAMS of Danger Areas, Restricted Areas, Prohibited Areas, Air Space Reservations, etc. without any uniformity in the classification of these areas, and despite the fact that The Adjutant General has issued a directive to halt the establishment of all such areas by local Commanding Officers."

Recommendations:

"That the following definitions be adopted for Danger Areas, Restricted Areas and Prohibited Areas, and that all such areas be classified under the appropriate term:

Danger Area:

"Danger Areas are those areas in which activities are conducted which are hazardous to aircraft in flight. Such areas shall be indicated on Aeronautical Charts and published in Notices to Airmen upon favorable approval of the IATCB.

Restricted Area:

"A restricted area is an area established by the Secretary of War or his designated representative (upon favorable recommendation by the IATCB) within which the operation of aircraft is subject to special authorization, except in emergency conditions provided for in Paragraph 15, War Department Circular dated March 11, 1942, Subject: "National Policy of Air Defense, Regulations, and General Flight Rules", quoted as follows for ready reference:

"Additional restrictions--additional special restrictions within active defense zones may be imposed by responsible defense commanders as military or naval situations demand. Adequate information concerning such restrictions for any sustained period will be reported to, cleared through, and disseminated by the Office of Military Director of Civil Aviation." *

Prohibited Area:

"A prohibited area is an area established by the Secretary of War or his designated representative (upon favorable recommendation by the IATCB) within which the flight of all civil and public aircraft is forbidden except when engaged in flights authorized or directed by competent military authority."

3. The present system as used by the British is to show the hazardous area by outlining it and then labeling the type of activity which is conducted within the outlined area. Previous testimony of military representatives before the IATCB indicated that this system would be frowned upon in the United States for security reasons.

* At present this function is handled by Military Air Traffic Control Division, War Organization and Movement.



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4. At present the Weekly Notices to Airmen, Notices to Mariners, Coast and Geodetic Survey, and other aeronautical maps issued by the Army and Navy use different and conflicting symbols to designate danger areas.

5. For mechanical reasons (in conjunction with the printing processes of the various agencies producing aeronautical charts) it is considered mandatory that the number of different designations be held to an absolute minimum.

6. There are now listed on aeronautical charts many "Danger Areas" which are actually no more than flying areas. It will be necessary to review and delete or change the designation over these lesser hazards to avoid a situation wherein pilots are disregarding danger markings over really hazardous operations.

7. There is a need for all danger area boundaries to be more meticulously designated with regard to a visable land mark such as railroad, highway, river, etc.

8. All agencies agreed that particularly with the faster fighter aircraft manned by only one man the number of "danger areas" to be designated must be held to a minimum since it is becoming increasingly difficult for pilots to constantly refer to the network of danger areas on their charts and to also properly manage all of the intricacies of actual flight operation.

9. Evidence indicates that clearance officers must become more thoroughly acquainted with the extents of danger areas in the regions to which they dispatch pilots and that clearance officers should be charged with greater responsibility in keeping pilots clear of these areas.

RECOMMENDATIONS:

1. That the recommendations of the Board in Meeting 67, applying to definitions of "danger areas, etc.," be modified as follows:

a. CAUTION AREA - An area in which a visible hazard to aircraft in flight exists and which should be avoided if practicable.

b. DANGER AREA - An area in which an invisible hazard to aircraft in flight exists and in which the flight of aircraft will not be conducted without specific authority.

c. PROHIBITED AREA - An area in which flight of all aircraft, except those actually engaged in defense missions, is prohibited. (At present there are only two such areas--Air Space Reservations--established by Executive Order.)

2. That a definite and distinct method of designating each of the above type areas be adopted for standardization on all aeronautical charts, danger area charts, navigation aids, and all other air navigational charts or publications. The adopted method must be uniform throughout.

3. That each publisher of such aeronautical publications or charts, after coordination of the problem, submit to the IATCB 10 samples of each pertinent publication showing thereon the other proposed method of designating such various types of hazardous areas as indicated in Recommendation 1 above. Upon receipt of these samples the Secretary of the Board will call a special meeting at which time the Board will formally ratify the standardized method of designating these areas.



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MEeting No. 163 September 29, 1942

4. That the boundaries of all established Air Defense Zones (Eastern, Western and Central) be clearly shown on all aeronautical charts.

J. B. Hartranft, Jr.
Major, AC
Secretary, IATCB
10/23/42

Earl F. Ward
CAA Representative

C. B. Lo er, Colonel, AC
War Dep tment Representative

J. B. olt, Commander, USN
Navy Department Representative

as Lozar,
CAB Representative

The above recommendations are within the policies established by the War Aviation Committee and are approved.

For the War Aviation Committee:

J. H. Newman, Jr.
Colonel, AC
Executive
10/24/42



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Meeting No. 164 September 30, 1942

(3) ALTUS, OKLAHOMA - FOUR AUXILIARY FIELDS

Discussion:

The Secretary of the Board presented a request from the Director of Base Services for the approval of the use of four auxiliary fields to serve the Advanced Twin Engine School at ALTUS, OKLAHOMA.

Findings:

ALTUS, OKLAHOMA, was approved by the IATCB for Advanced Twin Engine Training in Meeting No. 63.

RECOMMENDATIONS:

That the following auxiliary fields be approved for use by the Advanced Twin Engine School at ALTUS, OKLAHOMA:

| AUXILIARY | LOCATION Latitude | Longitude | DESCRIPTION |
|---|---|---|---|
| #1 | 34° 47' 10" | 99° 20' 36" | ½ mile N of Blair, Okla.; 9½ miles N of Main Base. |
| #2 | 34° 41' 15" | 99° 40' 55" | 2 miles NNE of McQueen, Okla.; 22 miles West of Main Base |
| #3 | 34° 30' 45" | 99° 25' 48" | 1 mile S of Olustee, Okla; 12 miles SW of Main Base |
| #4 | 34° 36' 25" | 99° 08' | ½ mile S of Headrick; 10 miles SE of Main Base |

J. B. Hartranft Jr.
J. B. HARTRANFT., JR., MAJOR, AC
Secretary, IATCB
10/1/42

Earl F. Ward
EARL F. WARD, CAA Representative

C. B. Lober
C. B. LOBER, COLONEL, AC
War Department Representative

J. B. Voit for
J. B. VOIT, COMMANDER, USN
Navy Department Representative

Gus Leazar per J J Q
Gus LEAZAR, CAB Representative

The above recommendations are within the policies established by the War Aviation Committee and are approved.

For the War Aviation Committee:

J. B. Newman Col AC
J. B. NEWMAN, JR.
Colonel, AC
Executive



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INTERDEPARTMENTAL
AIR TRAFFIC CONTROL BOARD
WASHINGTON, D. C.

Meeting No. 164 — September 30, 1942

Place: IATCB Room, Army Air Forces Annex #1, WASHINGTON, D. C.

Time: 1:00 p.m. to 5:00 p.m.

Members Present:

Earl F. Ward, CAA, Chairman
C. B. Lober, Colonel, AC
J. B. Voit, Commander, USN

Alternates Present:

John J. Quinn, CAB

Secretary: J. B. Hartranft, Jr., Major, AC

Witnesses Appearing:

J. Henry Pool, Lt. Colonel, AC (Director of Individual Training)
C. F. Taylor, Lt. Colonel, AC (Director of Flying Safety)
C. L. Beaudrot, Captain, AC (Director of Individual Training)
John R. Nash, Captain, AC (B & G Division)
G. M. Buckles, Captain, AC (B & G Division)
Wm. W. Walter, 1st Lieutenant (Air Transport Command)
Paul W. Karr, 1st Lieut. (Oper. Div. - Director of Communications)
W. T. Miller, CAA
A. R. Hadfield, CAA
G. A. Gilbert, CAA
L. V. Rawlings, CAA

SUBJECTS: Page No.

1. DANGER AREAS

A. MORGANFIELD, KENTUCKY - CAMP BRECKENRIDGE - Artillery Range . . . 2
B. FLORA, MISSISSIPPI - SMALL ARMS TESTING RANGE and JACKSON, MISSISSIPPI - RANGE APPROACH CHANNELS . . . . . 3
C. NEW ORLEANS, LOUISIANA - SMALL ARMS FIRING RANGE . . . . . 4

2. AIRPORTS

A. NAVY
(1) MINNEAPOLIS, MINNESOTA - OUTLYING FIELD #13523 FOR NRAB AND RANGE APPROACH CHANNELS . . . . . 4
(2) NEW ORLEANS, LOUISIANA - ALVIN CALLENDER FIELD - PRIMARY TRAINING . . . . . 5

B. ARMY
(1) FREDERICK, OKLAHOMA - ADVANCED TWIN ENGINE SCHOOL AND FOUR AUXILIARY FIELDS . . . . . 5
(2) COFFEYVILLE, KANSAS - FOUR AUXILIARY FIELDS - BASIC TRAINING . . . . . 6
(3) ALTUS, OKLAHOMA - FOUR AUXILIARY FIELDS FOR ALTUS FLYING SCHOOL . . . . . 7



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Meeting No. 164 September 30, 1942

1. DANGER AREAS
A. MORGANFIELD, KENTUCKY - CAMP BRECKENRIDGE - ARTILLERY RANGE

Discussion:

The Secretary of the Board presented a request from the Corps of Engineers for approval of the existing site at Camp Breckenridge, MORGANFIELD, KENTUCKY, and a proposed addition to the artillery range.

Findings:

1. The existing site at CAMP BRECKENRIDGE, MORGANFIELD, KENTUCKY, is described as follows:

> Beginning at the intersection of State Highway 56 and the west branch of Highland Creek; thence due south for a distance of 3 miles; thence in a straight line southeasterly to a point on U. S. Highway 41 three miles south of State Highway 56; thence northerly on U. S. Highway 41 to its intersection with the State Highway; thence westerly along the State Highway to the point of origin.

2. The proposed addition is described as follows:

> Beginning on State Highway 56 at Longitude 87° 45' 30"; thence northeasterly to the bend in Highland Creek; thence easterly along Highland Creek to the town of Poole, at its intersection with U. S. Highway 41; thence southerly along said highway to its intersection with State Highway 56; thence westerly along the State Highway to the point of origin.

3. Firing will be conducted up to approximately 18,000 feet.

4. MORGANFIELD, KENTUCKY, was originally decided on as a site for a Support Base. However, in Meeting No. 116 of the IATCB, the site was removed from Morganfield to a point near the town of Sturgis. The Ground-Air Support Base at this location should be considered as being at Sturgis rather than at Morganfield.

RECOMMENDATIONS:

1. That the existing site at Camp Breckenridge, MORGANFIELD, KENTUCKY, described as follows, be approved:

> Beginning at the intersection of State Highway 56 and the west branch of Highland Creek; thence due south for a distance of 3 miles; thence in a straight line southeasterly to a point on U.S. Highway 41 three miles south of State Highway 56; thence northerly on U. S. Highway 41 to its intersection with the State Highway; thence westerly along the State Highway to the point of origin.

2. That the following described area be approved for use as an artillery range adjoining Camp Breckenridge, MORGANFIELD, KENTUCKY:

> Beginning on State Highway 56 at Longitude 87° 45' 30"; thence northeasterly to the bend in Highland Creek; thence easterly along Highland Creek to the town of Poole, at its intersection with U. S. Highway 41; thence southerly along said highway to its intersection with State Highway 56; thence westerly along the State Highway to the point of origin.



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Meeting No. 164 September 30, 1942

3. That designation of a danger area over the above areas be withheld pending receipt by the IATCB of notice that a construction directive for the artillery range has been issued.

* * * * * * * * *

B. FLORA, MISSISSIPPI - SMALL ARMS TESTING RANGE AND JACKSON, MISSISSIPPI - RANGE APPROACH CHANNELS

Discussion:

The Secretary of the Board presented a request from the Corps of Engineers for approval of Small Arms Ranges for an Ordnance Unit Training Center at FLORA, MISSISSIPPI.

Findings:

1. Two sites have been selected as suitable and are submitted as alternate sites:

a. Site #1 (the preferred location) is described as follows:

Western Boundary - 2 miles along the Y and MV railroad north of Black River.
Eastern Boundary - Longitude 90° 18'.
North and South Boundaries - lines at right angles to western boundary.
It is immediately adjacent to the Flora Ordnance Plant and is entirely within Amber Airway No. 5.

b. Site #2 (requested in the event Site #1 is disapproved) is described as follows:

Western Boundary - 90° 27' 30"
Eastern Boundary - 90° 26'
Northern Boundary - Black River
Southern Boundary - North edge of Red Airway No. 10

2. In connection with Site #1, a large amount of the property is at present owned by the U. S. Government and the additional land can be acquired at a cost of $53,000. It is estimated that this site will cost approximately $5,000 less to construct than Site No. 2.

3. Site No. 2 can be leased at a cost of approximately $6,500 per year but inasmuch as it is located seven miles from the Post, it would necessitate long marching or need of transportation of troops.

RECOMMENDATIONS:

1. That Site #1, described as follows, be approved for Small Arms Ranges for an Ordnance Unit Training Center at FLORA, MISSISSIPPI:

Western Boundary - 2 miles long along the Y and MV railroad north of Black River.
Eastern Boundary - Longitude 90° 18'
North and South Boundaries - lines at right angles to western boundary

2. That the above described area be designated a danger area and published in CAA Weekly "Notices to Airmen" and Coast and Geodetic Aeronautical Survey Charts.



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3. That arrangements be made to cease firing upon approach of aircraft in dangerous proximity to the firing range.

4. That standard range approach channels be established on the East, West and South legs of the JACKSON, MISSISSIPPI, Radio Range.

5. That a modified range approach channel be applied to the North leg of the JACKSON, MISSISSIPPI, Radio Range for a distance of 20 miles from the range station.

* * * * * * * * *

C. NEW ORLEANS, LOUISIANA - SMALL ARMS FIRING RANGE

Discussion:

The Secretary of the Board presented a request from the Corps of Engineers for approval of a Small Arms Firing Range for the NEW ORLEANS, LOUISIANA, Staging Area.

Findings:

1. The site requested is described as follows:

A wedge-shaped area 400 yards wide at its northern end at a point one mile south of the Mississippi River, west of the Harvey Canal, and north of Bayou Barataria. The area extends for a distance of 7,500 yards, widening out to 1,707 yards.

2. The northern extremity of the firing range is slightly within Green Airway No. 6.

3. Firing from this range will not be above the horizontal.

RECOMMENDATIONS:

That the Small Arms Firing Range for the NEW ORLEANS, LOUISIANA, Staging Area be deferred to the Navy Member for further information and review as it is believed there is a Navy auxiliary field in this vicinity although not a matter of record in the IATCB.

* * * * * * * * *

2. AIRPORTS
A. NAVY
(1) MINNEAPOLIS, MINNESOTA - OUTLYING FIELD #13523 FOR NRAB AND RANGE APPROACH CHANNELS

Discussion:

The Secretary of the Board presented a request from the Navy Department Member for approval of the use of Outlying Field No. 13523 by the Naval Reserve Aviation Base, Minneapolis, Minnesota.

Findings:

Outlying Field No. 13523 is located at Latitude 44° 39' N, Longitude 92° 54' W, 23 miles southeast of the Naval Reserve Aviation Base, MINNEAPOLIS, MINNESOTA, and 4 miles Southeast of Vermillion.





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Meeting No. 164 September 30, 1942

RECOMMENDATIONS:

1. That Outlying Field No. 13523, located at Latitude 44° 39' N, Longitude 92° 54' W, 4 miles Southeast of Vermillion, be approved for use by the Naval Reserve Aviation Base, MINNEAPOLIS, MINNESOTA.

2. That standard range approach channels, established in Meeting No. 86, be rescinded.

3. That a modified range approach channel be established on the Southeast leg of the MINNEAPOLIS, MINNESOTA, Radio Range for a distance of 22 miles.

4. That a modified range approach channel be established on the Southwest leg of the MINNEAPOLIS, MINNESOTA, Radio Range for a distance of 25 miles.

5. That a modified range approach channel be established on the Northeast leg of the MINNEAPOLIS, MINNESOTA, Radio Range to the boundary of Green Airway No. 2.

6. That a standard range approach channel be established on the northwest leg of the MINNEAPOLIS, MINNESOTA, Radio Range.

* * * * * * * * *

(2) NEW ORLEANS, LOUISIANA - ALVIN CALLENDER FIELD - PRIMARY TRAINING

Discussion:

The Secretary of the Board presented an oral request from the Navy Department Member for approval of the use of the Alvin-Callender Field, NEW ORLEANS, LOUISIANA, for Navy primary training.

RECOMMENDATIONS:

That the Alvan-Callender Field, NEW ORLEANS, LOUISIANA, be approved for use by the Navy in primary training, subject to coordination with existing activities.

* * * * * * * * *

B. ARMY

(1) FREDERICK, OKLAHOMA - ADVANCED TWIN ENGINE SCHOOL AND FOUR AUXILIARY FIELDS

Discussion:

The Secretary of the Board presented a request from the Director of Base Services for approval of the use of the Main Base and four auxiliary fields for Advanced Twin Engine Training at FREDERICK, OKLAHOMA.

Findings:

FREDERICK, OKLAHOMA, was approved by the Board in Meeting No. 74 of the IATCB for Glider Training, but was released in Meeting No. 153.





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Meeting No. 164 September 30, 1942

RECOMMENDATIONS:

1. That the following described sites be approved for use by the Advanced Twin Engine School, FREDERICK, OKLAHOMA:

| SITE | LOCATION Latitude | Longitude | DESCRIPTION |
|---|---|---|---|
| Main Base | 34° 21' 30" | 99° 10' 30" | 1½ miles SE of Frederick and one mile from edge of Red Airway No.10 |
| Auxiliary #1 | 34° 27' 30" | 99° 10' 30" | 13½ miles NW of Main Base |
| Auxiliary #2 | 34° 15' 15" | 99° 07' 30" | 11 miles SW of Main Base--within Red Airway No. 10 |
| Auxiliary #3 | 34° 14' 30" | 98° 44' 30" | 16 miles SE of Main Base -- borders RedAirway No. 10 |
| Auxiliary #4 | 34° 22' 30" | 98° 41' 15" | 17½ miles East of Main Base |

2. That operations from Auxiliary Field #2 be conducted in accordance with regulations governing flight of aircraft within the confines of any civil airway.

* * * * * * * * *

(2) COFFEYVILLE, KANSAS - FOUR AUXILIARY FIELDS FOR BASIC TRAINING

Discussion:

The Secretary of the Board presented a request from the Director of Base Services for the approval of the use of four auxiliary fields for Basic Training at COFFEYVILLE, KANSAS.

Findings:

1. COFFEYVILLE, KANSAS, was approved for Army Basic or Advanced Training in Meeting No. 63 of the IATCB. Auxiliary Fields #1, 2, 3, and 4 were approved in Meeting No. 153.

RECOMMENDATIONS:

1. That the following auxiliary fields be approved for use for Basic Training at COFFEYVILLE, KANSAS:

| AUXILIARY | LOCATION Latitude | Longitude | DESCRIPTION |
|---|---|---|---|
| #4a | 37° 18' | 95° 52' | 2 miles East of Elk City, 10 miles NW of Independence |
| #7 | 37° 11' | 95° 54' | 11 miles WSW of Independence; 8½ miles South of Elk City |
| #8 | 36° 58' | 95° 50' | 3 miles S of Kansas-Okla. State Line; 3½ miles NW of Wann, Okla.; 6 miles S of Tyro, Kansas; within Amber Airway No. 4. |
| #9 | 37° 20' | 95° 30' | 4½ miles W of Dennis, Kansas; 10 miles NNW of Mound Valley, Kansas; within Amber Airway No. 4. |

2. That operations from Auxiliary Fields #8 and #9 be conducted in accordance with Regulations governing flight of aircraft within the confines of any Civil Airways.





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Interdept'l air traffic control bd. meetings #165-191

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INTERDEPARTMENTAL
AIR TRAFFIC CONTROL BOARD
Washington, D. C.

October 1, 1942

Meeting No. 165.

Time: 1:00 P.M. to 5:00 P.M.

Place: IATCB Room, Army Air Forces Annex #1, Washington, D. C.

Members Present:

Earl F. Ward, CAA, Presiding
C. B. Lober, Colonel, A.C.

Alternates Present:

J. D. Buie, Lt. Comdr., USN
John J. Quinn, CAB

Secretary:

J. B. Hartranft, Jr., Major, A.C.

Witnesses Appearing:

L. V. Haskell, Lt. Colonel, GSC, Army Ground Forces
John P. Nash, Capt., AC, Buildings and Grounds
Paul Hochman, Capt., AC
A. M. Kruse, Office, Chief of Engineers
E. W. Piltz, CAA
J. R. Yarrow, CAA
R. H. Drake, CPT-CAA

SUBJECTS:


1. AIRPORTS: PAGE NO.

PENSACOLA, FLORIDA - NAVY OUTLYING PRACTICE FIELD..... 1

2. DANGER AREAS:

A. WALLA WALLA, WASHINGTON - BOMBING AND GUNNERY RANGE..... 2
B. CAMP ATTERBURY, INDIANA - ARTILLERY RANGE..... 3

3. RANGE APPROACH CHANNELS:

A. CHATTANOOGA, TENNESSEE..... 5
B. SAN DIEGO, CALIFORNIA - REORIENTATION OF EAST LEG..... 6
C. AUSTIN, TEXAS..... 6

4. FEDERAL AIRWAY: ATLANTA, GEORGIA, ALMA, GEORGIA, MACON, GEORGIA - REALIGNMENT SOUTHEAST LEG ATLANTA RADIO RANGE AND NORTHWEST LEG OF ALMA RADIO RANGE: RELOCATION OF MACON RADIO RANGE..... 8


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1. AIRPORTS: PENSACOLA, FLORIDA - NAVY OUTLYING PRACTICE FIELD.

Discussion:

The Secretary of the Board presented a request from the Bureau of Aeronautics, submitted through the Navy member, for approval of an outlying field No. 03019 for the Naval Air Station, PENSACOLA, FLORIDA.

Findings:

1. The proposed site is located 19 miles Northeast of the Naval Air Station,

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PENSACOLA, FLORIDA and 4½ miles West-Southwest of MILTON, FLORIDA at Latitude 30° 36' North, Longitude 87° 06' West.

2. This site is within an area previously set aside by agreements between the Army and Navy for use by the Naval Air Station, PENSACOLA, FLORIDA.

RECOMMENDATIONS:

That a site located at Latitude 30° 36' North, Longitude 87° 06' West, be approved for use as an outlying practice field for the Naval Air Station at PENSACOLA, FLORIDA.

* * * * * * * * *

2. DANGER AREAS:

A. WALLA WALLA, WASHINGTON - BOMBING AND GUNNERY RANGE.

Discussion:

The Secretary of the Board presented a telephone request from the 2d Air Force, submitted through the War Department member, for approval of a bombing and gunnery range in the vicinity of WALLA WALLA, WASHINGTON to be used for low altitude bombing from 6000 feet and aerial gunnery.

Findings:

1. The proposed site is described as follows:

Beginning at the town of SLATER on the NP railroad; thence Northeasterly along said railroad to Latitude 46° 16' 30"; thence East along said Latitude to Longitude 118° 36' 55"; thence South along said Longitude to Latitude 46° 14'; thence Southwest to Latitude 46° 08' 50", Longitude 118° 45'; thence West on said Latitude to 118° 48'; thence North in a straight line to the Town of SLATER and the point of origin.

2. The proposed alternate site is described as follows:

Beginning at the intersection of the county road between EUREKA and PASCO and the East bank of the SNAKE RIVER; thence Northeasterly along the bank of said river to the town of WALKER; thence due East to Longitude 118° 03' 30"; thence due South along said Longitude to Latitude 46° 22' 30"; thence Southwest in a straight line to the intersection of the aforementioned county road and Longitude 118° 42'.

3. Site #1 lies entirely within an area approved for the Navy in Meeting No. 136. Site #2 lies about 2/3 within the Navy area.

4. At Meeting No. 113, the Board approved a Danger Area for WALLA WALLA which was to be used in conjunction with a Triangular Division Camp. This site was abandoned at Meeting No. 120.

5. At Meeting No. 155, the Board approved an area one mile square, centered on Latitude 46° 07' 30", Longitude 118° 08', for use as a gunnery range for units of the Walla Walla Army Air Base.

6. The Navy is willing to relinquish that portion of its reserved area in order that the alternate range site may be approved.

RECOMMENDATIONS:

1. That the area described as follows be approved for bombing and aerial gunnery for Army Air Forces activities:

Bounded on the West by the Eastern bank of the SNAKE RIVER between Latitudes 46° 19' North and 46° 27' North; thence from the latter point in a generally Southeasterly direction to a point at Latitude





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46° 24' North, Longitude 118° 32' 30" West; thence in a straight line generally Southwesterly to a point at Latitude 46° 16' 30" North, Longitude 118° 42' West; thence in a straight line in a generally Northwesterly direction to the intersection of the East bank of the SNAKE River and point of origin.

2. That the above described area be designated a Danger Area, published in CAA Weekly "Notices to Airmen" and plotted on Coast and Geodetic Aeronautical Survey Charts.

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B. CAMP ATTERBURY, INDIANA - ARTILLERY RANGE.

Discussion:

The Secretary of the Board presented additional information from the Corps of Engineers in reopening the request for approval of the establishment of an Artillery Firing Range at CAMP ATTERBURY, INDIANA, previously disapproved at Meeting No. 151.

Findings:

1. The following letter, dated September 25, 1942, was received from the Corps of Engineers:

SUBJECT: Artillery Range at Camp Atterbury, Columbus, Indiana.

"1. The original directive for the construction of Camp Atterbury was issued by this office January 6, 1942. Construction started January 30, 1942. The selection of the site and the planning of this Camp during the year 1941 involved the allocation of areas for specific purposes such as cantonment, artillery range, etc. At that time the use of this site was not contingent upon sanction of location by the IATCB.

"2. This office has been advised that a military necessity exists for a 4,000-acre expansion of area for artillery firing at this Post but no action has been taken in regard to such land acquisition pending an investigation by the IATCB of the present artillery range which conflicts with Red Airway No. 14.

"3. An estimated valuation of the land and military improvements allocated to artillery firing would approximate $1,600,000. The construction directive covering Training Aids was issued by this office, May 27, 1942, specifying September 17, 1942, as the completion date.

"4. The conflict of Aviation and Ground Troops activities at Camp Atterbury evidently presents a serious situation but in the adjustment of such conflict the financial outlay in connection with the artillery range and the importance of its facilities, which should by now be available for troops in training, are important considerations.

"5. If a field investigation is ordered, it is essential that representatives of the Division Engineer (Real Estate Branch), the District Engineer, and the 5th Service Command be included on the Board.

"6. As it is probable that most of the range facilities at Camp Atterbury are now in use, a request by this office to the IATCB is therefore formally made to take such immediate action as may be within the province of the Board."

2. The Board was misinformed as to the date of issuance of the construction permit for Camp Atterbury as shown in Findings 3, Subject 3 D, Meeting No. 151, as being August 15, 1942.



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Meeting No. 165 October 1, 1942

3. Camp construction was begun in January, 1942, and the construction permit for training aids including the artillery range was issued in May, 1942.

4. The camp is now occupied and was formally opened approximately six weeks ago.

5. The construction and location of Camp Atterbury is contrary to the directive issued by the War Department and signed by The Adjutant General, dated October 31, 1941, subject "Air Space Reservationsand Danger Areas", an extract of which reads as follows:

"5. In order that all interested Government Departments and Branches of the Army may be advised and given an opportunity to study proposals for the establishment of facilities or activities requiring the subsequent establishment of Danger Areas; plans, including a description of the activities or facilities proposed, the location and proposed duration of activities shall be submitted to the War Department representative, Interdepartmental Air Traffic Control Board, for coordination and recommendations by that Board before construction is started or use made of such areas."

6. The necessity for relocation of Red Airway No. 14 to avoid the Danger Area created by Camp Atterbury, being constructed contrary to the provisions of Paragraph 5, quoted in Finding 5, above, will necessitate many thousands of miles of unnecessary flying on a heavily travelled route between CHICAGO and the Northwest and ATLANTA and the Southeast plus an expenditure of funds for the movement of certain of the facilities serving Red Airway Number 14.

7. Lt. Col. Haskell, GSC, Army Ground Forces, states that there will be no expansion at this camp site more than 3 miles West of the present camp boundary or to a line running North and South through the Town of PEOGA.

RECOMMENDATIONS:

1. That the South leg of the Indianapolis Radio Range be reoriented clockwise to bear on the Town of HARDINSBURG, INDIANA.

2. That Red Airway No. 14, between INDIANAPOLIS and LOUISVILLE, be redesignated to coincide with the reoriented South leg of the Indianapolis Radio Range.

3. That Beacon No. 8 be relocated in the vicinity of the Town of MORGANTOWN, INDIANA and that Beacon No. 6 be relocated in the vicinity of the Town of SOTRY, INDIANA.

4. That an additional beacon be located in the vicinity and generally to the North of BROWNSTOWN, INDIANA.

5. That the light beacon now on Seymour Airport remain at that location.

6. That the PEOGA fan marker be relocated Westward across the reoriented South leg of the Indianapolis Radio Range at approximately the same distance from the Indianapolis Radio Range as at present.

7. That a Danger Area described as follows be established over Camp Atterbury:

Bounded on the North by an East-West line through the Town of TRAFALGAR, INDIANA; on the West by the Eastern boundary of Red Airway No. 14 as relocated, above; on the South by the BLOOMINGTON-COLUMBUS highway; and on the East by the FRANKLIN-COLUMBIA highway.

8. That the above described Danger Area be published in CAA Weekly "Notices to Airmen" and plotted on Coast and Geodetic Aeronautical Survey Charts.



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9. That the IATCB recommendation of Meeting No. 151, in which Camp Atterbury was disapproved for use as an artillery firing range, be rescinded.

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3. RANGE APPROACH CHANNELS:

A. CHATTANOOGA, TENNESSEE

Discussion:

The Secretary of the Board presented a request from the Regional Manager, 2d Region, CAA, submitted through the CAA member, for approval of the establishment of a Range Approach Channel for CHATTANOOGA, TENNESSEE.

Findings:

The following is an extract of correspondence received from Mr. Carlyle B. Walter, Airport Traffic Control Inspector, subject "Range Approach Channeling and Flight Zoning":

"A conference was held on June 18, 1942 in the Airport Manager's Office, Chatanooga Municipal Airport, for the purpose of discussing range approach channeling and zoning local flying areas adjacent to the Airport.

* * *

"Range approach channeling was discussed and pertinent paragraphs of Civil Air Regulations were read. It was generally agreed that all local flying except scheduled air carrier and military aircraft should be conducted South of an imaginary line located one mile North of the Chattanooga Airport and running directly West and East to Ooltewa, Tenn., Northeast to Georgetown, Tenn., and continuing in a straight line to the boundary of the local flying area. The territory North of this line was eliminated from the local flying area since the terrain is unsuitable for training purposes. It was further desired to eliminate flying over and in the vicinity of defense factories, plants, dams and bridges which are located in this area.

"It was agreed that Zone 1 would be located South of the North boundary line and West of the Southwest leg of the Chattanooga range and would be zoned for general traffic and sight seeing.

"Zone 2 would be the Southeast sector of the Chattanooga range and would be zoned for acrobatics and forced landings.

"Zone 3 would be South of the North boundary line and East of the Southeast leg of the Chattanooga range and zoned for general practice and figure eights.

* * *"

RECOMMENDATIONS:

1. That standard range approach channels be established on all 4 legs at CHATTANOOGA, TENNESSEE.

2. That the allocation of airspace for specific purposes such as acrobatics, sight seeing, etc., satisfactorily decided upon by a local committee, be approved.

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B. SAN DIEGO, CALIFORNIA - REORIENTATION OF EAST LEG.

Discussion:



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The Secretary of the Board presented the file of correspondence originating with the Regional Manager, CAA, 6th Region, concerning the San Diego, California Radio Range.

Findings:

1. The 6th Region, CAA, has secured comment and recommendations from all interested parties with regard to the establishment of a test area in the vicinity of SAN DIEGO as requested by the Commanding General of the 4th Interceptor Command. This local test area is to be used for testing PBY's and B24's. A portion of the proposed test area is included in Amber Airway No. 1 in the vicinity of SAN DIEGO.

2. The request of the 4th Interceptor for the test area was referred by the IATCB to the 6th Region for coordination and flight checking of the proposed re-orientations.

3. The 6th Region, CAA, suggested that the East leg of the SAN DIEGO Range be oriented to 265° magnetic toward the station when the MRLW station at EL CENTRO, commissioned on August 11, 1942 at a power of 100 watts, realigning the Northwest course of the SAN DIEGO station as directed in IATCB Meeting No. 105.

4. The CAA has deferred reorientation of the East course from 252° to 265° magnetic until approval has been obtained of the change in bearing of the North-west course to avoid duplication of work at this facility.

5. Neither the Airlines nor the Army have interposed objection to changing the Northerly course of the San Diego station to a new lighment clockwise about 9° to bear on San Luis Rey. The Navy calls attention to the fact that such a change in orientation would direct the course over the Marine Corps artillery range near OCEANSIDE.

6. The Marine Corps has acquired a large portion of the land comprising the Rancho Santa Marguerita and conducts therein artillery activities including antiaircraft. They therefore believe the Northern orientation should remain as at present.

7. The following have concurred in the proposed reorientation of the North leg of the SAN DIEGO Range Station:

Headquarters, 4th Fighter Command
Headquarter, 4th Air Force
Headquarters, West Coast Air Force Training Center
TWA (provided the new marker at OCEANSIDE can also be relocated on the new range course.)

RECOMMENDATIONS:

1. That the Navy determine the bearing of the West leg of YUMA, the East and West legs of EL CENTRO and the East leg of SAN DIEGO and so inform the CAA, 6th Region.

2. That the orientation of the North leg of the SAN DIEGO, CALIFORNIA Radio Range be referred to the Los Angeles Sub-Committee for final recommendation.

C. AUSTIN, TEXAS.

Discussion:

The Secretary of the Board presented a file of correspondence received from Mr. A. C. Blomgren, Superintendent of Airways, submitted through the CAA member, concerning the establishment of range approach channels and training areas in the vicinity of AUSTIN, TEXAS.

Findings:

On August 12, 1942, an Air Traffic Control Conference was held at the City Hall in AUSTIN, TEXAS for the purpose of discussing the establishment of range



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Meeting No. 165 October 1, 1942

approach channels and CPT training areas in the vicinity of AUSTIN, TEXAS. The minutes of that meeting read as follows:

"The conference was opened at 10:45 AM (C) with remarks from the Chief, Air Traffic Control Branch that the conference was the result of a petition which had been forwarded to the Interdepartmental Air Traffic Control Board, Washington, D. C. by C.P.T. operators located at AUSTIN, TEXAS requesting to be assigned practice and training areas. It was pointed out that the purpose of the conference was to discuss these practice and training areas, and also range approach channels, in order that recommendations could be submitted to the Interdepartmental Air Traffic Control Board for their consideration.

"Training areas were discussed and the Civil Aeronautics Administration representatives presented a chart of recommended practice areas upon which was indicated the range approach channels. All operators were requested to study the chart and indicate any changes they desired. Some minor changes were made and are shown on the recommended chart. The training areas recommended and requested by the C.P.T. operators are all located North of the COLORADO RIVER.

"Discussion was held regarding the new Army Base now under construction approximately six miles South of the Austin Municipal Airport. It was the recommendation of all parties present that should the Army desire to establish training areas, such areas should be located South of the COLORADO RIVER. This river would provide a definite boundary between the C.P.T. and Army areas.

"The desirability of establishing range approach channels was next discussed. The manner in which flight activities should be conducted within these channels was explained by Civil Aeronautics Administration representatives. No unfavorable comments were offered by anyone in attendance regarding the establishment of range approach channels at Austin, Texas.

"The Airport Manager of the Austin, Texas Municipal Airport stated that it was his understanding that the Army may base several squadrons of aircraft at the Austin Municipal Airport, and that the local operators were concerned with the possibility that this might restrict their operations. All operators were of the opinion that the airport, with its present improvements such as dual runways, and two bases of operation located on opposite sides of the airport, could accommodate both Army and local operations without interference. A representative of the City of Austin stated that the suggested rules and regulations, traffic and taxi patterns, prepared by the Air Traffic Control Branch for the Austin Municipal Airport were satisfactory and would be adopted by the City of Austin. The City representative also stated that in the event air traffic at the Municipal Airport should continue to increase to any large extent the construction of a control tower would be considered.

"In concluding the conference the operators of Haile and University Airports requested that they be given every consideration in being permitted to continue operations even should military traffic increase in the vicinity of AUSTIN, TEXAS. The conference adjourned at 12:20 PM (C)."

RECOMMENDATIONS:

1. That a Standard Radio Range Approach Channel be applied to the Southwest leg of the AUSTIN Radio Range.

2. That a Modified Range Approach Channel extending 2 miles from the Austin Radio Range Transmitter be applied to the Northeast leg of the Austin Radio Range.

3. That Modified Approach Channels be applied to the Southeast and Northwest legs of the Austin Radio Range to extend to the boundaries of Amber Airway No. 4.

4. That the allocation of airspace for specific purposes such as acrobatics, site seeing, etc., satisfactorily decided upon by a local committee, be approved.

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4. FEDERAL AIRWAY:

ATLANTA, GEORGIA )
ALMA, GEORGIA )
MACON, GEORGIA )

REALIGNMENT SOUTHEAST LEG ATLANTA RADIO RANGE AND NORTHWEST LEG OF ALMA RADIO RANGE; RELOCATION OF MACON RADIO RANGE.

Discussion:

The Secretary of the Board presented a file on correspondence received from the CAA Second Region, ATLANTA, GEORGIA, submitted through the CAA member, concerning the realignment of the Southeast leg of the Atlanta Radio Range and Northwest leg of the Alma Radio Range; and the Relocation of the Macon Radio Range.

Findings:

The following letter, dated June 16, 1942, was received from the Regional Manager, Second Region, CAA:

"Kindly be advised that since our meeting on June 5, 1942, at Camp Wheeler, Macon, Georgia, that the following has been discussed:

"In order to move Amber Civil Airway No. 6 away from the gunnery range which has been activated in the vicinity of the MACON Radio Range Station -

Realign the Southeast leg of the Atlanta Radio Range to bear approximately on FORT VALLEY.

Realign the Northwest leg of the Alma Radio Range on approximately FORT VALLEY.

Relocate the Macon Radio Range to a location approximately three miles West of ROBINS FIELD.

"While the above appeared to be a reasonably good solution of the problem, another factor must now be considered. In the vicinity of GRIFFIN, GEORGIA, there has been, or will shortly be, established a danger area over which all flying will be prohibited; therefore, it does not seem advisable to move the Civil Airway away from one danger area and relocate it in such a way as to pass over another. (Reference IATCB Meeting No. 84 of May 20, 1942).

"If some agreement cannot be reached to have the Army consider another location than Griffin, it appears that the only solution of the problem is to control aircraft under instrument conditions in such a way that the minimum crossing altitude at Macon will be either seven or eight thousand feet. A 'Notice to Airmen' warning all aircraft to fly around the gunnery range at Macon would suffice in contact flight rule weather.

"At the present time, it appears that the most logical solution would be to pick another location for the Army's proposed danger area at Griffin, if it has not already been established."

RECOMMENDATIONS:

1. That the Macon Radio Range be removed from its present location and reinstalled at a point approximately 3 miles on a bearing of 232° from Robin Field, Wellston, Georgia.

2. That the Northeast and Southwest legs of the relocated Macon Radio Range be oriented on 232° and 52° respectively.

3. That the Northwest leg of the reoriented Macon Radio Range be oriented approximately on 150° to bear on the Atlanta Radio Range Station and the Southeast leg be oriented on approximately 319° to bear on the Alma Radio Range Station. (These are all true bearings).



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4. That the Amber Airway No. 6 between ATLANTA and ALMA be redesignated from ATLANTA to the reoriented Macon Radio Range to ALMA.

5. That the Southeast leg of the Atlanta Radio Range be reoriented clockwise to bear on the relocated Macon Radio Range.

6. That the Northwest leg of the Alma Radio Range be reoriented to bear on the relocated Macon Radio Range.

7. That a Danger Area be established over Camp Wheeler, MACON, GEORGIA, described as follows:

> Bounded on the North by the ND&S Railroad, on the East by Longitude 83° 30', on the Southeast by a line running generally Southwesterly from a point at Latitude 32° 46' North, Longitude 83° 30' West to a point at 32° 43' North Latitude, 87° 33' West Longitude; bounded on the West by a main highway from the last described point running generally Northerly to its intersection with the ND&S Railroad at a point approximately 3 miles South of the Town of LAKESIDE.

8. That the above described Danger Area be published in CAA Weekly "Notices to Airmen" and plotted on Coast and Geodetic Aeronautical Survey Charts.

9. That the range approach channel on the Southeast leg of the Atlanta Radio Range be relocated to coincide with the reoriented Southeast leg of the Atlanta Radio Range.

10. That the 2d Region, CAA, and other interested agencies make a study to determine the necessity for the relocation of the Locust Grove fan marker to conform with the newly located Amber Airway No. 6.

* * * * * * * * * *

J. B. HARTRANFT, JR.,
Major, A.C.,
Secretary. 10/5/42

EARL F. WARD,
CAA Representative.

GUS LEAZAR, page 994
CAB Representative.

C. B. LOBER,
Colonel, A.C.,
War Department Representative.

J. B. VOIT,
Commander, USN,
Navy Department Representative

The above recommendations are within the policies established by the War Aviation Committee and are approved.

For the WAR AVIATION COMMITTEE:

J. B. NEWMAN, JR.,
Colonel, A.C., 10/8/42
Executive.



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INTERDEPARTMENTAL
AIR TRAFFIC CONTROL BOARD
WASHINGTON, D. C.

Meeting No. 167 October 6, 1942

Place: IATCB Room, Army Air Forces Annex #1, WASHINGTON, D. C.

Time: 1:00 p.m. to 5:00 p.m.

Members Present:

Earl F. Ward, CAA, Chairman
C. B. Lober, Colonel, AC
J. B. Voit, Commander, USN

Alternate Present:

John J. Quinn, CAB

Secretary: J. B. Hartranft, Jr., Major, AC

Witnesses Present:

John R. Nash, Capt., AC (Buildings & Grounds Division)
J. R. Yarrow, CAA-Airport Division
J. Kirk Baldwin, CPT-CAA
R. H. Drake, CPT-CAA
E. W. Piltz, CAA
G. M. Buckles, Capt. (Buildings & Grounds Division)

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Meeting No. 167 October 6, 1942

1. AIRPORTS
A. ARMY
(1) JACKSONVILLE, FLORIDA - MUNICIPAL #1 - FIRST AIR FORCE BOMBER COMMAND BASE

Discussion:

The Secretary of the Board presented a request from the Director of Base Services for the approval of the use of Municipal Airport #1, JACKSONVILLE, FLORIDA, as a bomber base by the First Air Force.

Findings:

Municipal Airport #1, JACKSONVILLE, FLORIDA, is located at Latitude 30° 25', Longitude 81° 38', 2 miles north of Jacksonville, and within Amber Airways #6 and #7.

RECOMMENDATIONS:

1. That Municipal Airport #1, JACKSONVILLE, FLORIDA, located at Latitude 30° 25', Longitude 81° 38', 2 miles north of Jacksonville, be approved for use as a bomber base by the First Air Force, provided:

a. When Army bomber aircraft are no longer required by the Sea Frontier Commander to operate from Jacksonville Municipal Airport, they shall withdraw therefrom in accordance with the Army-Navy agreement of September 19, 1942.

b. The Navy will reimburse the War Department for such facilities as have been provided by the Army to permit the operation of bomber aircraft required by the Sea Frontier Commander.

2. That operations be conducted in accordance with Civil Air Regulations (Part 60) "Air Traffic Rules."

* * * * * * * * *

(2) MONTEZUMA, GEORGIA - GLIDER TRAINING

Discussion:

The Secretary of the Board presented a request by telephone from the Southeast Training Command, through the War Department Member, for approval of the use of a site at MONTEZUMA, GEORGIA, for Advanced Glider Training.

Findings:

1. The site requested is located at Latitude 32° 19', Longitude 83° 59', approximately 4½ miles northeast of MONTEZUMA, GEORGIA.

2. The base will be rectangular in shape, containing approximately 1800 acres and should be in operation in six to eight months.

3. Fifteen-place gliders will be used for training. Transport planes of the DC-3 type will be used to tow the gliders.

4. The proposed site is approximately four miles from the nearest portion of a danger area set aside in Meeting No. 122 for a small arms range and heavy artillery firing, known as the MONTEZUMA, GEORGIA, DANGER AREA.



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Meeting No. 167 October 6, 1942

RECOMMENDATIONS:

That a site at MONTEZUMA, GEORGIA, located at Latitude 32° 19', Longitude 83° 59', be approved for Advanced Glider Training.

* * * * * * * * *

(3) LAWRENCEVILLE, ILLINOIS - PALESTINE AUXILIARY FIELD - ADVANCED TWIN ENGINE TRAINING

Discussion:

The Secretary of the Board presented a telephone request from the Southeast Training Command, through the War Department member, for approval of the use of an auxiliary field near PALESTINE, ILLINOIS, by the LAWRENCEVILLE, ILLINOIS, Advanced Twin Engine School.

Findings:

1. PALESTINE, ILLINOIS, Auxiliary Field is located at Latitude 39° 02', Longitude 87° 41', approximately one mile west of Palestine.

2. VINCENNES, INDIANA, was approved in Meeting No. 64 for Advanced Twin Engine Training but the site finally selected is known as George Field, LAWRENCEVILLE, ILLINOIS. The Presbyterian Auxiliary was approved in Meeting No. 115, The St. Thomas Church Auxiliary was approved by the Board in Meeting No. 124.

RECOMMENDATIONS:

1. That the PALESTINE, ILLINOIS, Auxiliary Field, located at Latitude 39 02', Longitude 87 41', approximately one mile west of Palestine, be approved for use by the LAWRENCEVILLE, ILLINOIS, Advanced Twin Engine School.

2. That records be changed to show the approval granted in Meeting No. 64 for Advanced Twin Engine Training at VINCENNES, INDIANA, as applying to George Field, LAWRENCEVILLE, ILLINOIS, Advanced Twin Engine School.

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(4) REASSIGNMENT OF SITES FOR ADVANCED GLIDER TRAINING STATIONS
a. WALNUT RIDGE, ARKANSAS
b. FORT SUMNER, NEW MEXICO
c. DALHART, TEXAS
d. STUTTGART, ARKANSAS

Discussion:

The Secretary of the Board presented a request from the Director of Base Services, for approval of a change in the type of activity at the above listed sites, to Advanced Glider Training Stations.

RECOMMENDATIONS:

That the following sites be approved to show a change in type of activity to Advanced Glider Training:



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| SITE | FINDINGS | RECOMMENDATIONS |
|---|---|---|
| WALNUT RIDGE, ARKANSAS | 1. Approved in Meeting No. 74 for Basic & Advanced Twin Engine School.<br>2. Five auxiliary Fields approved in Meeting No. 131.<br>3. JONESBORO, ARKANSAS, approximately 25 miles SE of WALNUT RIDGE, approved in Meeting #142-3 for Southeast Training Center as a cross-country field. | Approved (including five auxiliary fields) |
| FORT SUMNER, NEW MEXICO | 1. Approved in Meeting No. 100 for Army Civil Glider School<br>2. Approved for planning in Meeting No. 142-3, assignment to be coordinated with IATCB | Approved |
| DALHART, TEXAS | 1. Approved Home Base of the Dalhart Glider School in Meeting No. 137<br>2. Auxiliaries #1 and #2 approved in Meeting No. 137 | No further approval required. |
| STUTTGART, ARKANSAS | 1. Approved for Army Basic and Advanced Training in Meeting #63<br>2. Three auxiliaries approved in Meeting No. 109<br>3. Two auxiliaries approved in Meeting No. 137 | Approved (including the five auxiliary fields) |

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(5) WAXAHACHIE, TEXAS - BASIC GLIDER SCHOOL

Discussion:

The Secretary of the Board presented a request from the Director of Base Services for the approval of the use of a site at WAXAHACHIE, TEXAS by the Gulf Coast Army Air Forces Training Center as a Basic Glider School.

Findings:

1. The proposed site at WAXAHACHIE, TEXAS, is located at Latitude 32° 23', Longitude 96° 48', 2½ miles Southwest, center to center, from the Ellis County Airport, 3 miles East of Waxahachie, Texas, and within Blue Airway No. 5.

2. The reason for the acquisition of this site is that Trinity University, which has been closed for the duration, can be reasonably acquired by the Army Air Forces and the school can be placed in operation almost immediately without much additional construction. There will be no objection to reasonable restriction of glider activities in this area.

3. CPT operations at this location consist of 25 trainees.

RECOMMENDATIONS:

1. That a site at WAXAHACHIE, TEXAS, located at Latitude 32° 23', Longitude 96° 48', be approved for use by the Gulf Coast Army Air Forces Training Center as a Basic Glider School, subject to coordination with operations at the Ellis County Airport, approximately four miles Southeast of WAXAHACHIE, TEXAS.

2. That any outlying fields be located, and operations be conducted, east of the center line of the on-course signal of the south leg of the Dallas Radio Range.

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Meeting No. 167 October 6, 1942

(6) DODGE CITY, KANSAS - ADVANCED TWIN ENGINE TRAINING

Discussion:

The Secretary of the Board presented a request from the Director of Base Services for the approval of the use of DODGE CITY, KANSAS, for Advanced Twin Engine Training, and the approval of the use of four auxiliary fields.

Findings:

1. DODGE CITY, KANSAS, Municipal Airport, was approved in Meeting No. 103 for British OTU Operations.

2. The use of the airport at DODGE CITY, KANSAS, by the Civilian Pilot Training Program was approved in Meeting No. 134, subject to coordination with existing activities.

3. Sites #1, 2, 3, 4, 5, and 6 (for use as auxiliary fields) have been submitted for consideration. However, sites #5 and #6 are alternate sites and, if approved, will be used in lieu of Sites #3 and #4.

RECOMMENDATIONS:

1. That the site at DODGE CITY, KANSAS, located on the Arkansas River at Longitude 100°, be withdrawn for the use of British OTU operations, and be approved for use as an Advanced Twin Engine Training School, subject to coordination with existing activities.

2. That the following auxiliary fields be approved for use by the Advanced Twin Engine Training School at DODGE CITY, KANSAS:

| AUXILIARY FIELD | LOCATION | | DESCRIPTION |
|---|---|---|---|
| | Latitude | Longitude | |
| #1 | 37° 51' | 100° 18' | --- |
| #2 | 37° 56' | 100° 14' | Within Red Airway No. 35 |
| #5 | 38° 01' | 100° 02' | Within Red Airway No. 35 |
| #6 | 37° 58' | 99° 52' | Within Red Airway No. 35 |

3. That operations from Auxiliary Fields #2, #5, and #6, be conducted in accordance with CAR (Part 60) "Air Traffic Rules."

* * * * * * * * * *

B. NAVY

(1) LIVELY, VIRGINIA - ANTI-SUBMARINE OPERATIONS

Discussion:

The Secretary of the Board presented a request from the Navy Department Member, for the approval of the use of CAA Intermediate Field Site #6, LIVELY, VIRGINIA, as an auxiliary field for anti-submarine patrol.

Findings:

1. The proposed site is located at Latitude 37° 45', Longitude 76° 34', LIVELY, VIRGINIA.

2. It is proposed to station a force of approximately ten men at this field which force will handle necessary services to planes and radio communications from this base to the main base at Norfolk, Virginia.



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Meeting No. 167 October 6, 1942

RECOMMENDATIONS:

That CAA Intermediate Field Site #6, LIVELY, VIRGINIA, located at Latitude 37° 45', Longitude 76° 34', be approved for use by the Navy as an auxiliary field for anti-submarine patrol.

* * * * * * * * * * *

(2) NANTUCKET, MASSACHUSETTS - ANTI-SUBMARINE OPERATIONS

Discussion:

The Secretary of the Board presented a request from the Navy Department Member for approval of the use of the Municipal Airport on NANTUCKET ISLAND, MASSACHUSETTS, as an auxiliary field for anti-submarine patrol.

Findings:

The Municipal Airport on NANTUCKET ISLAND, MASSACHUSETTS, is located at Latitude 41° 15' 30", Longitude 70° 04'.

RECOMMENDATIONS:

That the Municipal Airport on NANTUCKET ISLAND, MASSACHUSETTS, located at Latitude 41° 15' 30", Longitude 70° 04', be approved for use of the Navy as an auxiliary field for anti-submarine patrol.

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(3) OTTUMWA, IOWA - OUTLYING FIELDS FOR NRAB

Discussion:

The Secretary of the Board presented a request from the Navy Department Member for the approval of the use of the main base and eleven outlying fields by the Naval Reserve Aviation Base at OTTUMWA, IOWA.

RECOMMENDATIONS:

That the Main Base and eleven outlying fields, described below, be approved for use by the Naval Reserve Aviation Base at OTTUMWA, IOWA:

| SITE | LOCATION | |
|---|---|---|
| | Latitude | Longitude |
| Main Base | 41° 06' | 92° 27' |
| Field #00506 | 41° 11' | 92° 26' |
| Field #02809 | 41° 12' | 92° 23' |
| Field #06112 | 41° 11' | 92° 15' |
| Field #07815 | 41° 09' | 92° 11' |
| Field #07906 | 41° 06' | 92° 20' |
| Field #08110 | 41° 07' | 92° 15' |
| Field #09513 | 41° 05' | 92° 13' |
| Field #11009 | 41° 03' | 92° 17' |
| Field #13813 | 40° 58' | 92° 16' |
| Field #31409 | 41° 11' | 92° 33' |
| Field #34909 | 41° 14' | 92° 27' |

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Meeting No. 167 October 6, 1942

C. CIVILIAN PILOT TRAINING
THREE AIRFIELDS FOR DUFORD SCHOOL OF AERONAUTICS
a. MASSENA, NEW YORK
b. MALONE, NEW YORK
c. SARANAC LAKE, NEW YORK

Discussion:

The Secretary of the Board presented a request from the Director of Civilian Pilot Training for approval of the use of three sites by the Duford School of Aeronautics, Malone, New York.

Findings:

1. The following letter from Mr. Clarence M. Dufort, Director of the Dufort School of Aeronautics at Malone and Massena, New York was introduced:

"Inclosed please find an aeronautical chart on which are plotted three air spaces. We respectfully request that you assign these areas which radiate from the airports of Massena, New York; Malone, New York; and Saranac Lake, New York, to us for Civil Pilot Training.

"At the present time we are confining our operations to Massena due to construction at both Malone and Saranac but the construction is due to be completed by October 1, which will permit us to reopen operation at these two places. You will notice that the radii of these areas overlap which give us a single area in this area of the state. This will permit our ships to rotate between airports, thereby giving our students the minimum amount of space in which to conduct their flying. This is particularly true of cross country students who need a much larger area than other students.

"We would further like to request that you grant us uninterrupted use of these three airports for this general type of work so that we may control our investments and placement of personnel with confidence.

"These areas are beyond 250 miles from the coast line, in fact, I believe that the nearest area to the coast line is 300 miles. Saranac Lake is in the heart of the Adirondack Mountains, Malone is on the edge, and Massena is in the St. Lawrence River Valley.

"I am cognizant of the fact that this would not exclude military if we had uninterrupted use of these airports. I assure you that the use of these airports will be contributory to the War Effort, particularly since these pilots are supplied to the Armed Forces at the completion of their course.

"We wish further to assure you that we have adequate equipment and personnel with which to conduct intensive and thorough flying training to justify assigning these areas to us. At the present time our flying is 80% Civil Pilot Training, 14% Civil Air Patrol, and 1% other flying. In the past fiscal year we have sent 58 pilots into the Armed Forces."

2. CPT Operations in this location consist of 22 Army cross-country and 15 elementary trainees.

RECOMMENDATIONS:

That the following sites be approved for Civilian Pilot Training, subject to coordination with existing or proposed military activities in this vicinity:



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Meeting No. 167 October 6, 1942

| SITE | LOCATION | |
|---|---|---|
| | Latitude | Longitude |
| MASSENA, NEW YORK | 44° 56' | 74° 50' |
| MALONE, NEW YORK | 44° 50' | 74° 18' |
| SARANAC LAKE, NEW YORK | 44° 23' 30" | 74° 11' |

* * * * * * * *

D. MEMORANDUM FOR THE RECORD - ARLINGTON-BOARDMAN, OREGON BOMBING RANGE

In Meeting No. 119, Subject 4, the coordinates are incorrectly given for the ARLINGTON-BOARDMAN, OREGON, BOMBING RANGE. The Recommendation should be corrected to read as follows:

"That the ARLINGTON-BOARDMAN, OREGON, BOMBING RANGE, an area 12 miles square, bounded on the North by Latitude 45° 49', on the South by Latitude 45° 37', on the East by Longitude 119° 38', and on the West by Longitude 119° 52', be designated a Danger Area, published in 'Notices to Airmen' and plotted on Aeronautical Charts."

NOTE: Red Airway #1, between Portland and Pendleton, is being relocated to the south by moving the Arlington Radio Range Station to Olex.

* * * * * * * * *

J. B. Hartranft Jr.

J. B. HARTRANFT, JR.
MAJOR, A.C.
Secretary, IATCB
10/7/42

Earl F. Ward

EARL F. WARD, CAA REPRESENTATIVE

C. B. Loeb for

C. B. LOEB, COLONEL, A.C.
WAR DEPARTMENT REPRESENTATIVE

J. C. Voit

J. C. VOIT, COMMANDER, USN
NAVY DEPARTMENT REPRESENTATIVE

Gus Leazar per J.J.C.

GUS LEAZAR, CAB REPRESENTATIVE

The above recommendations are within the policies established by the War Aviation Committee and are approved.

For the War Aviation Committee:

J. B. Newman

J. B. NEWMAN, Jr.
Colonel, A. C.
Executive
10/10/42



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AIR TRAFFIC CONTROL BOARD
Washington, D. C.

EMK

October 7, 1942

Meeting No. 168.

Time: 1:00 P.M. to 5:00 P.M.

Place: IATCB Room, Army Air Forces Annex #1, Washington, D. C.

Members Present:

Earl F. Ward, CAA, Presiding
J. B. Voit, Commander, USN

Alternates Present:

A. B. MacMullen, Lt. Colonel, AC
John J. Quinn, CAB

Secretary:

J. B. Hartranft, Jr., Major, AC

Witnesses Appearing:

C. F. Cornish, Major, AC
John R. Nash, Capt., AC
R. H. Drake, CPT-CAA
E. W. Piltz, CAA
J. Kirk Baldwin, CAA
J. R. Yarrow, CAA

SUBJECTS:


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1. AIRPORTS:

A. TULSA, OKLAHOMA - CIVILIAN PILOT TRAINING.

Discussion:

The Secretary of the Board presented a request from the Director of Civilian Pilot Training for approval of an area to be set aside for Civilian Pilot Training operations at TULSA, OKLAHOMA.



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Findings:

The following letter addressed to the Director, Civilian Pilot Training, was received from the Director of the Spartan School of Aeronautics, TULSA, OKLAHOMA, dated September 1, 1942:

"Our Civilian Pilot's Training practice area, as requested in your special memo #118, is located about six miles Southeast of the Municipal Airport. This area is about four and a half miles North and South and twenty-two miles East and West.

"The area is marked in ink on a section of an Aeronautical Chart as clearly as possible, and does not over-lap in any way with the Army training area or other Civil School areas in or around TULSA."

RECOMMENDATIONS:

That the following described area in the vicinity of TULSA, OKLAHOMA be designated a Local Flying Area for Civilian Pilot Training activities:

Bounded on the North by Latitude 36° 07' 30", on the South by Latitude 36° 03' 30", on the East by Longitude 95° 30', on the West by Longitude 95° 53', with a channel bounded on the East by Longitude 95° 52' and on the West by Longitude 95° 53' North from the area to the TULSA Municipal Airport, TULSA, OKLAHOMA.

---

B. EUREKA, CALIFORNIA - HUMBOLDT AIRPORT - NAVY USE OF CAA AIRPORT.

Discussion:

The Secretary of the Board presented a request from the Commander, Western Sea Frontier, submitted through the Navy member, for approval of the use of the CAA Airport (Humboldt County) at EUREKA, CALIFORNIA.

Findings:

Information received from the Commander, Western Sea Frontier, in a letter dated September 25, 1942, indicates that the Commanding General, Fourth Air Force relinquishes to the Navy all Army interests in the Humboldt County Airport, EUREKA, CALIFORNIA, provided Army Bombardment Squadrons are permitted to use the field as an advance refueling field when the need arises.

RECOMMENDATIONS:

That the new Humboldt County Airport, located approximately 14 miles from the City of EUREKA, CALIFORNIA be approved for use by the Navy.

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C. MISCELLANEOUS SITES - RESUBMITTED FOR BOARD RECORDS.

Discussion:

The Secretary of the Board presented a memorandum from the Bureau of Aeronautics submitted through the Navy member, requesting formal clearance of Air Operational Training Stations and Outlying Fields. These sites were verbally cleared by the IATCB when the sites were first selected.

RECOMMENDATIONS:

1. That the following described sites be approved for the use indicated:

(A) VERO BEACH - Naval Air Operational Training Station. Located approximately at Latitude 27° 38' - Longitude 80° 25'.



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(1) ROSELAND - Outlying Field. Located approximately Latitude 27° 49' - Longitude 80° 28'.

(2) GRAVES - Outlying Field. Located approximately Latitude 27° 43' - Longitude 80° 37'.

(3) FORT PIERCE - Outlying Field. Located approximately Latitude 27° 29' - Longitude 80° 24'. This field has been formally cleared by the Board.

(B) MELBOURNE - Naval Air Operational Training Station. Located approximately Latitude 28° 06' - Longitude 80° 38'.

(1) MALABAR - Outlying Field. Located approximately Latitude 28° 01' - Longitude 80° 36'.

(2) VALKARIA - Outlying Field. Located approximately Latitude 27° 54' - Longitude 80° 32'.

(C) SANFORD - Naval Air Operational Training Station. Located approximately Latitude 28° 45' - Longitude 81° 17'.

(D) DELAND - Naval Air Operational Training Station. Located approximately Latitude 29° 04' - Longitude 81° 17'.

(E) DAYTONA BEACH - Naval Air Operational Training Station. Located approximately Latitude 29° 11' - Longitude 81° 04'.

(1) NEW SMYRNA - Outlying Field. Located approximately Latitude 29° 02' - Longitude 80° 57'.

(2) BUNNELL - Outlying Field. Located approximately 29° 27' - Longitude 81° 14'.

(F) FORT LAUDERDALE - Naval Air Operational Training Station. Located approximately Latitude 26° 05' - Longitude 80° 08'.

(G) LAKE CITY - Naval Air Operational Training Station. Located approximately Latitude 30° 11' - Longitude 82° 35'.

(H) ST. AUGUSTINE - Gunnery Field. Located approximately Latitude 29° 55' - Longitude 81° 21'.

(I) BRUNSWICK, GEORGIA - Small Naval Air Operational Training Station. Located approximately Latitude 31° 09' - Longitude 81° 23'.

(J) PALATKA - Naval Air Operational Training Station. Located approximately Latitude 29° 37' - Longitude 81° 40'.

2. That the following additional fields be approved for Navy use in connection with the Air Operational Training Program:

(A) STUART, FLORIDA - Located approximately Latitude 27° 12' - Longitude 80° 13'.

(B) COCOA, FLORIDA - Located approximately 28° 21' - Longitude 80° 45'.

(C) TITUSVILLE, FLORIDA - Located approximately Latitude 28° 37' - Longitude 80° 50'.

(D) ST. MARYS, GEORGIA - Located approximately Latitude 30° 43' - Longitude 81° 33'.

(E) JACKSONVILLE MUNICIPAL #2 - Located approximately Latitude 30° 19' - Longitude 81° 34'.



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3. That operations from the above sites located within Amber Airway No. 7 be conducted in accordance with Civil Air Regulations, Part 60 (Air Traffic Rules).

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D. BOISE, IDAHO - MUNICIPAL - ELIMINATION OF CPT PROGRAM.

Discussion:

The Secretary of the Board presented a request from Headquarters, Gowen Field, BOISE, IDAHO, submitted through the War Department member, for approval of eliminating the Civilian Pilot Training program from the Boise Municipal Airdrome.

Findings:

1. The letter received from Headquarters Gowen Field, dated September 16, 1942, reads as follows:

"1. It is recommended that the Civilian Pilot Training program now conducted on the Boise Municipal Airdrome through arrangements with the City Lease for Gowen Field, be eliminated as early as possible.

"2. This action is recommended because of information received from the Mayor of the City of Boise to the effect that the program of this organization will be substantially increased in the near future. While this activity on the Airdrome has not been detrimental to the present operations of military aircraft, it is believed that the present contemplated increase of military activity will render it impossible for the Civilian student training to be continued."

2. The Commanding General, Second Air Force, by 1st Indorsement dated September 19, 1942 requested that the CPT Program referred to in Finding 1, above, be either discontinued in its entirety or moved to some other airport.

3. CPT operations from the proposed field at present consist of 60 trainees. This quota will be expanded to approximately 72 trainees per Army request.

4. The Boise Municipal Airport (Gowen Field) has never been approved by the IATCB. This site is being carried, however, as approved by the Secretary of War for the Second Air Force.

5. The existing CPT operations from the Boise Municipal Airport (Gowen Field) have not, according to Army Air Forces, created an unacceptable interference with Air Force activities at that airport.

RECOMMENDATIONS:

That action in this case be deferred pending further information from the War Department member.

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E. CADILLAC, MICHIGAN - CPT TRAINING.

Discussion:

The Secretary of the Board presented a request from the Director of Civilian Pilot Training, submitted through the CAA member, for approval of a site at CADILLAC, MICHIGAN for use as a Civilian Pilot Training Airport.



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Findings:

The proposed site which is the CAA intermediate field is located at Latitude 44° 16' 30", Longitude 84° 55'.

RECOMMENDATIONS:

That a site located in the vicinity of CADILLAC, MICHIGAN at Latitude 44° 16' 30", Longitude 84° 55', be approved for Civilian Pilot Training.

---

F. GARDEN CITY, KANSAS - FOUR AUXILIARY FIELDS, BASIC TRAINING.

Discussion:

The Secretary of the Board presented a request from the Director of Base Services, submitted through the War Department member, for approval of four sites to be used as auxiliary fields for the Garden City Airfield, GARDEN CITY, KANSAS.

Findings:

1. The proposed sites are described as follows:

No. 1. Latitude 36° 55' North, Longitude 100° 31' West, 7 miles North of BEAVER.
No. 2. Latitude 38° 00' North, Longitude 100° 37' West, 14 miles East of GARDEN CITY, within Red Airway No. 35.
No. 3. Latitude 38° 05' North, Longitude 100° 39' West, 14 miles Northeast of GARDEN CITY, within Red Airway No. 35.
No. 4. Latitude 38° 01' North, Longitude 100° 46' West, 6.5 miles Northeast of GARDEN CITY, within Red Airway No. 35.

2. At Meeting No. 103, dated June 18, 1942, GARDEN CITY, KANSAS was approved for British OTU. This airport is nearly complete and the above listed auxiliaries are needed for the Basic Training Operations.

3. The use of the GARDEN CITY Airfield is now requested for use by the Army Flying Training Command.

RECOMMENDATIONS:

1. That the following described sites located in the vicinity of GARDEN CITY, KANSAS, be approved for use as auxiliary fields for the Garden City Airfield:

No. 1. Latitude 36° 55' North, Longitude 100° 31' West.
No. 2. Latitude 38° 00' North, Longitude 100° 37' West, within Red Airway No. 35.
No. 3. Latitude 38° 05' North, Longitude 100° 39' West, within Red Airway No. 35.
No. 4 Latitude 38° 01' North, Longitude 100° 46' West, within Red Airway No. 35.

2. That operations from the above sites located within Red Airway No. 35 be conducted in accordance with Civil Air Regulations, Part 60 (Air Traffic Rules).

3. That the Garden City Airfield be approved for use by the Army Flying Training Command.

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G. WINFIELD, KANSAS - FOUR AUXILIARY FIELDS, BASIC TRAINING.

Discussion:

The Secretary of the Board presented a request from the Director of Base Services, submitted through the War Department member, for approval of four sites to be used as auxiliary fields to serve the Basic Flying School at WINFIELD, KANSAS.



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Findings:

1. The proposed sites are described as follows:

No. 1. Latitude 37° 08', Longitude 97° 57', adjacent to Green Airway No. 4.
No. 2. Latitude 37° 16', Longitude 97° 05', within the Eastern border of Blue Airway No. 5.
No. 3. Latitude 37° 12', Longitude 97° 11', within Blue Airway No. 5.
No. 4. Latitude 37° 03', Longitude 97° 09' 30", within Blue Airway No. 5.

2. At Meeting No. 63, dated April 3, 1942, a site at WINFIELD, KANSAS was approved for a Basic Flying School.

RECOMMENDATIONS:

1. That the following described sites be approved for use as auxiliary fields to serve the Basic Flying School at WINFIELD, KANSAS:

No. 1. Latitude 37° 08', Longitude 97° 57'.
No. 2. Latitude 37° 16', Longitude 97° 05'.
No. 3. Latitude 37° 12', Longitude 97° 11'.
No. 4. Latitude 37° 03', Longitude 97° 09' 30".

2. That operations from Site Nos. 2, 3, and 4, located within Blue Airway No. 5, be conducted in accordance with Civil Air Regulations, Part 60 (Air Traffic Rules).

* * * * * * * *

2. DANGER AREAS:

A. PLEASANTVILLE, INDIANA - BOMBING RANGE.

Discussion:

The Secretary of the Board presented a request from the Director of Base Services, submitted through the War Department member, for approval of a bombing range in the vicinity of PLEASANTVILLE, INDIANA.

Findings:

1. The proposed area is approximately one mile square, located 3/4 mile North of PLEASANTVILLE, INDIANA and 8 miles East of CARLISLE, INDIANA. The coordinates, Latitude 38° 59', Longitude 87° 15' are from the center of the tract.

2. The bombing range will be used by the Advanced Twin Engine School at LAWRENCEVILLE, ILLINOIS. The maximum estimated altitude from which bombs will be dropped will be 8,000 feet.

RECOMMENDATIONS:

1. That an area approximately one mile square, located 3/4 mile North of PLEASANTVILLE, INDIANA at Latitude 38° 59', Longitude 87° 15', be approved as a bombing range for use by the Advanced Twin Engine School at LAWRENCEVILLE, ILLINOIS.

2. That the above described area be designated a Danger Area, published in CAA Weekly "Notices to Airmen" and plotted on Coast and Geodetic Aeronautical Survey Charts.

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B. PALATKA, FLORIDA - BOMBING TARGET.

Discussion:

The Secretary of the Board presented a request from the Bureau of Aeronautics,



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submitted through the Navy member, for approval of a bomb target area for Air Operational Training.

Findings:

1. The proposed site is located at Latitude 29° 33', Longitude 81° 43'.

2. This site is within an area allocated to the Navy and within an existing Danger Area.

RECOMMENDATIONS:

That a site located in the vicinity of PALATKA, FLORIDA at Latitude 29° 33', Longitude 81° 43', be approved for use as a bomb target area for Air Operational Training.

---

C. DALTON, GEORGIA - FIELD TRAINING CAMP.

Discussion:

The Secretary of the Board presented a request from the Corps of Engineers, submitted through the War Department member, for approval of a Field Training Camp in the vicinity of DALTON, GEORGIA.

Findings:

1. The proposed site is described as follows:

Beginning at the L&N Railroad on the TENNESSEE-GEORGIA state line; thence West on the state line to the CONASAUGA RIVER; thence Southerly along the meanders of said river to its main fork at Latitude 34° 48', Longitude 84° 50'; thence Easterly along the East fork of said river to the L&N Railroad; thence Northerly along said railroad to the point of origin.

2. This proposed field training camp will include small arms and artillery ranges for firing up to 155mm howitzers.

RECOMMENDATIONS:

1. That the following described site in the vicinity of DALTON, GEORGIA be approved for a Field Training Camp including small arms and artillery ranges:

Beginning at the L&N Railroad on the TENNESSEE-GEORGIA state line; thence West on the state line to the CONASAUGA RIVER; thence Southerly along the meanders of said river to its main fork at Latitude 34° 48', Longitude 84° 50'; thence Easterly along the East fork of said river to the L&N Railroad; thence Northerly along said railroad to the point of origin.

2. That the above described area be designated a Danger Area, published in CAA Weekly "Notices to Airmen" and plotted on Coast and Geodetic Aeronautical Survey Charts upon receipt of notification of issuance of the construction permit.

---

D. CHERAW, SOUTH CAROLINA - FIELD TRAINING CAMP.

Discussion:

The Secretary of the Board presented a request from the Corps of Engineers, submitted through the War Department member, for approval of a Field Training Camp including small arms and artillery ranges near CHERAW, SOUTH CAROLINA.

Findings:



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1. The proposed site is described as follows:

Beginning at the intersection of THOMPSON CREEK and U. S. Highway No. 1; thence Southwesterly along said highway to the town of PATRICK; thence Southeasterly in a straight line to Longitude 80° , Latitude 34 °30'; thence due East on said Latitude to U. S. Highway No. 52; thence Northerly along said highway to its intersection with THOMPSON CREEK; thence West along said Creek to its intersection with U. S. Highway No. 1 and the point of origin.

2. At Meeting No. 109, June 29, 1942, an area located in the SAND HILLS State Forest, SOUTH CAROLINA, was approved for use as a practice bombing range for MORRIS FIELD, CHARLOTTE, NORTH CAROLINA.

3. At Meeting No. 131, August 7, 1942, a site located 2 miles North of DOVESVILLE, SOUTH CAROLINA at Latitude 34° 28', Longitude 79° 53' was approved as a medium bombardment OTU auxiliary field for use by the Third Air Force.

4. Information received from Mr. Kruse, Office, Corps of Engineers, indicates that firing will be conducted generally to the South and Southwest.

RECOMMENDATIONS:

1. That the following described site be approved for use as a Field Training Camp including small arms and artillery ranges near CHERAW, SOUTH CAROLINA:

Beginning at the intersection of THOMPSON CREEK and U. S. Highway No. 1; thence Southwesterly along said highway to the town of PATRICK; thence Southeasterly in a straight line to Longitude 80° , Latitude 34° 30'; thence due East on said Latitude to U. S. Highway No. 52; thence Northerly along said highway to its intersection with THOMPSON CREEK; thence West along said Creek to its intersection with U. S. Highway No. 1 and point of origin.

2. That the above described area be designated a Danger Area, published in CAA Weekly "Notices to Airmen" and plotted on Coast and Geodetic Aeronautical Survey Charts upon receipt of notification of issuance of the construction permit.

---

E. ELLAVILLE, GEORGIA - FIELD TRAINING CAMP.

Discussion:

The Secretary of the Board presented a request from the Corps of Engineers, submitted through the War Department member, for approval of a site for use as a Field Training Camp including small arms and artillery ranges near ELLAVILLE, GEORGIA.

Findings:

1. The proposed site is described as follows:

Beginning at the Town of MONTEZUMA; thence Northerly and Northwesterly along State Highway No. 90 to the Town of IDEAL, at its intersection with CEDAR CREEK; thence Westerly along CEDAR CREEK to Longitude 84° 16'; thence South on said Longitude to State Highway No. 26; thence Easterly along said State Highway to MONTEZUMA and point of origin.

2. Firing of 155mm howitzers up to 18,000 feet will be conducted from this site.

RECOMMENDATIONS:

1. That the following described site be approved for use as a Field Training Camp including small arms and artillery ranges near ELLAVILLE, GEORGIA:



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Beginning at the Town of MONTEZUMA; thence Northerly and Northwesterly along State Highway No. 90 to the Town of IDEAL, at its intersection with CEDAR CREEK; thence Westerly along CEDAR CREEK to Longitude 84° 16'; thence South on said Longitude to State Highway No. 26; thence Easterly along said State Highway to MONTEZUMA and point of origin.

2. That the above described area be designated a Danger Area, published in CAA Weekly "Notices to Airmen" and plotted on Coast and Geodetic Aeronautical Survey Charts upon receipt of notification of issuance of the construction permit.

* * * * * * * * * *

J. B. HARTRANFT, JR.,
Major, A.C.,
Secretary. 10/9/42

EARL F. WARD,
CAA Representative.

GUS LEAZAR,
CAB Representative.

C. B. LOBER,
Colonel, A. C.,
War Department Representative.

J. B. VOIT,
Commander, USN,
Navy Department Representative.

The above recommendations are within the policies established by the War Aviation Committee and are approved.

For the WAR AVIATION COMMITTEE:

J. B. NEWMAN, JR.,
Colonel, AC,
Executive. 10/9/42.



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INTERDEPARTMENTAL
AIR TRAFFIC CONTROL BOARD
Washington, D. C.

October 7, 1942

Meeting No. 168-P

Place: IATCB Room, Army Air Forces Annex No. 1, Washington, D. C.

Time: 1:00 P.M. to 5:00 P.M.

Members Present:

J. B. Voit, Comdr., USN
Earl F. Ward, CAA, Chairman

Alternates Present:

A. B. McMullen, Lt. Col., A. C.
C. F. Cornish, Major, A. C.
John J. Quinn, CAB

Secretary: J. B. Hartranft, Jr., Major, A. C.

Witnesses Appearing:

J. R. Nash, Capt., AC, Buildings & Grounds Division
R. H. Drake, CAA-CPT
J. Kirk Baldwin, CAA - CPT
E. W. Piltz, CAA-Flight Information Section
J. R. Yarrow, CAA-Airport Division

SUBJECT:

1. AIRPORT: SPRINGFIELD, MISSOURI - CPT TRAINING

Discussion:

The Secretary of the Board presented a request from the Director, Civilian Pilot Training, submitted through the CAA Member, for approval of setting aside the Springfield Municipal Airport, SPRINGFIELD, MISSOURI, for the training of CPT students.

Findings:

1. The Springfield Municipal Airport is located approximately 3 miles East of the City of SPRINGFIELD at Latitude 37° 14', Longitude 93° 15'.

2. At Meeting No. 64, April 7, 1942, this site was approved for Army Basic Training.

3. At Meeting No. 152, September 10, 1942, the proposed site at SPRINGFIELD, MISSOURI, was approved for use by the Southeast Army Air Forces Training Center.

4. The following letter dated September 1, 1942, was received from the President, Springfield Public Park Board, SPRINGFIELD, MISSOURI:



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Meeting No. 168-P October 7, 1942

"A resolution passed by the Springfield Public Park Board at their regular noon meeting held Wednesday, August 19, at the Kentwood Arms Hotel, delegated me the authority to advise the Interdepartmental Air Traffic Control Board that we concur with the Springfield Flying Service, and join them in asking that the Springfield Municipal Airport, owned and operated by the Springfield Public Park Board, and located approximately three miles East of the City of Springfield, Missouri, be set aside for the training of students enrolled in the Civil Aeronautics Administration Service Pilot Training Courses for the duration."

RECOMMENDATIONS:

1. That the Springfield Municipal Airport, located 3 miles East of the City of SPRINGFIELD, MISSOURI, be approved for CPT operations.

2. That if in the future it is necessary to the war effort to displace this operator, the displacing agency provide an adequate airport for the CPT operations an acceptable distance from the school being served.

3. That the War Aviation Committee establish a policy in accordance with Recommendation 2, above, for guidance in considering this or similar cases in the future.

J. B. Hartranft, Jr.
J. B. HARTRANFT, JR.,
Major, AC
Secretary
10/8/42

Earl F. Ward
Earl F. Ward,
CAA Representative

C B Sober
C. B. Lober
Colonel, AC
War Department Representative

J. B. Voit
J. B. Voit
Comdr., USN
Navy Department Representative

Gus Leazar per JBV
Gus Leazar
CAB Representative

The above recommendations are within the policies established by the War Aviation Committee and are approved.

James D. Newman
10/10/42
JAMES D. NEWMAN, Jr.
Colonel, Air Corps
Executive



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INTERDEPARTMENTAL
AIR TRAFFIC CONTROL BOARD
WASHINGTON, D. C.

Meeting No. 169-A October 8, 1942

Place: IATCB Room, Army Air Forces Annex #1, WASHINGTON, D. C.

Time: 1:00 p.m. to 5:00 p.m.

Members Present:

Earl F. Ward, CAA, Chairman
C. B. Lober, Colonel, AC
J. B. Voit, Commander, USN

Alternate Present:

John J. Quinn, CAB

Secretary: J. B. Hartranft, Jr., Major AC

Witnesses Present:

John R. Nash, Captain AC (Buildings & Grounds Division)
J. R. Yarrow, CAA
S. H. Denfip, CAA-Air Carrier Division
Arnold D. Dircksen, Captain, AC (Wright Field)
E. W. Piltz, CAA
J. Kirk Baldwin, CAA-CPT
B. E. Elwell, CAA

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SUBJECTS: Page No.


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      (1) MERCED, CALIFORNIA - ARMY FLYING SCHOOL - MAIN BASE . . . . 2
      (2) HAMMER FIELD, FRESNO, CALIFORNIA - MAIN BASE AND RIFLE RANGE . . . . . 2
   B. CIVIL
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2. DANGER AREAS
   A. CHESAPEAKE BAY AREA, MARYLAND - NAVY AERIAL GUNNERY AND MACHINE GUN FIRING . . . . . 4
   B. MERRYVILLE, LOUISIANA - BOMBING AND GUNNERY RANGE . . . . . 4
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Meeting No. 169-A

October 8, 1942

1. AIRPORTS
A. ARMY
(1) MERCED, CALIFORNIA - ARMY FLYING SCHOOL - MAIN BASE AND TWO AUXILIARIES

Discussion:

The Secretary of the Board presented a request from the Director of Base Services for the approval of a site at ATHLONE, CALIFORNIA, for use as an auxiliary field for MERCED FLYING SCHOOL, CALIFORNIA, and change in location of the Main Base.

Findings:

1. The proposed site is located at Latitude 37° 12', Longitude 120° 22', approximately 9 miles Southeast of the city of MERCED, CALIFORNIA, within Amber Airway No. 1.

2. MERCED, CALIFORNIA, Air Base and Potter Auxiliary Field were approved by the Board in Meeting No. 126. The Merced Air Base, however, was shown as located at the Municipal Airport. This is incorrect. The Municipal Airport is actually an auxiliary to the Merced Air Base, and is located about 10 miles northwest.

RECOMMENDATIONS:

1. That a site located about 10 miles northwest of the Municipal Airport, MERCED, CALIFORNIA, be approved as the Main Base for the MERCED FLYING SCHOOL, MERCED, CALIFORNIA, instead of the Municipal Airport as approved in Meeting No. 126.

2. That operations from the above site, located within Amber Airway No. 1, be conducted in accordance with Civil Air Regulations (Part 60) "Air Traffic Rules."

3. That the request for the auxiliary fields be referred to the Los Angeles Subcommittee.

* * * * * * * * *

(2) HAMMER FIELD, FRESNO, CALIFORNIA - MAIN BASE AND RIFLE RANGE

Discussion:

The Secretary of the Board presented a request from the Director of Base Services for approval of the use of a site as a main base and rifle range for Hammer Field, Army Air Base, FRESNO, CALIFORNIA.

Findings:

1. The Main Base, Hammer Field, FRESNO, CALIFORNIA, is located at Latitude 36° 46', Longitude 119° 43', 5 miles Northeast of Fresno and within Amber Airway No. 1.

2. Hammer Field is an existing installation and was informally cleared through the Board at an earlier date.

3. The Rifle Range for Hammer Field, FRESNO, CALIFORNIA, is located at Latitude 36° 55' 30", Longitude 119° 37' (from center of tract), 15½ miles Northeast of Fresno, 12 miles Northeast of the Main Base, 8 miles Northeast of Clovis, and 8½ miles Northeast of Amber Airway No. 1. No firing will be conducted except from the horizontal.



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1. AIRPORTS

A. ARMY

(1) MERCED, CALIFORNIA - ARMY FLYING SCHOOL - MAIN BASE AND TWO AUXILIARIES

Discussion:

The Secretary of the Board presented a request from the Director of Base Services for the approval of a site at ATHLONE, CALIFORNIA, for use as an auxiliary field for MERCED FLYING SCHOOL, CALIFORNIA, and change in location of the Main Base.

Findings:

1. The proposed site is located at Latitude 37° 12', Longitude 120° 22', approximately 9 miles Southeast of the city of MERCED, CALIFORNIA, within Amber Airway No. 1.

2. MERCED, CALIFORNIA, Air Base and Potter Auxiliary Field were approved by the Board in Meeting No. 126. The Merced Air Base, however, was shown as located at the Municipal Airport. This is incorrect. The Municipal Airport is actually an auxiliary to the Merced Air Base, and is located about 10 miles northwest.

RECOMMENDATIONS:

1. That a site located about 10 miles northwest of the Municipal Airport, MERCED, CALIFORNIA, be approved as the Main Base for the MERCED FLYING SCHOOL, MERCED, CALIFORNIA, instead of the Municipal Airport as approved in Meeting No. 126.

2. That operations from the above site, located within Amber Airway No. 1, be conducted in accordance with Civil Air Regulations (Part 60) "Air Traffic Rules."

3. That the request for the auxiliary fields be referred to the Los Angeles Subcommittee.

* * * * * * * * * *

(2) HAMMER FIELD, FRESNO, CALIFORNIA - MAIN BASE AND RIFLE RANGE

Discussion:

The Secretary of the Board presented a request from the Director of Base Services for approval of the use of a site as a main base and rifle range for Hammer Field, Army Air Base, FRESNO, CALIFORNIA.

Findings:

1. The Main Base, Hammer Field, FRESNO, CALIFORNIA, is located at Latitude 36° 46', Longitude 119° 43', 5 miles Northeast of Fresno and within Amber Airway No. 1.

2. Hammer Field is an existing installation and was informally cleared through the Board at an earlier date.

3. The Rifle Range for Hammer Field, FRESNO, CALIFORNIA, is located at Latitude 36° 55' 30", Longitude 119° 37' (from center of tract), 15½ miles Northeast of Fresno, 12 miles Northeast of the Main Base, 8 miles Northeast of Clovis, and 8½ miles Northeast of Amber Airway No. 1. No firing will be conducted except from the horizontal.



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Meeting No. 169-A

October 8, 1942

RECOMMENDATIONS:

1. That a site located at Latitude 37° 11', Longitude 93° 25', one mile north of Brookline, Missouri, 7 miles southwest of SPRINGFIELD, MISSOURI, be approved as a Civil Elementary Flying School.

2. That operations from the above site be conducted in accordance with Civil Air Regulations (Part 60) "Air Traffic Rules."

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2. DANGER AREAS

A. CHESAPEAKE BAY AREA, MARYLAND - NAVY AERIAL GUNNERY AND MACHINE GUN FIRING

Discussion:

The Secretary of the Board presented a request from the Navy Department Member for establishment of a Danger Area for aerial gunnery and machine gun firing for NAS Patuxent River, in CHESAPEAKE BAY.

Findings:

1. The area requested is described as follows:

"Cedar Point to South End Fishing Creek Island (Latitude 38° 18', Longitude 76° 15'); thence East Southeasterly to Latitude 37° 55', Longitude 76° 03'; thence West Southwesterly to Latitude 37° 51', Longitude 76° 11'; thence Northwesterly to Point Lookout; thence generally North following the shore line to Cedar Point."

2. This matter has been coordinated with the First Air Force.

RECOMMENDATIONS:

1. That a CHESAPEAKE BAY, MARYLAND, area, described as follows, be approved for aerial gunnery and machine gun firing for NAS Patuxent River:

"Cedar Point to South End Fishing Creek Island (Latitude 38° 18', Longitude 76° 15'); thence East Southeasterly to Latitude 37° 55', Longitude 76° 03'; thence West Southwesterly to Latitude 37° 51', Longitude 76° 11'; thence Northwesterly to Point Lookout; thence generally North following the shore line to Cedar Point."

2. That the above described area be designated a danger area and published in CAA Weekly "Notices to Airmen" and Coast and Geodetic Survey Aeronautical Charts.

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B. MERRYVILLE, LOUISIANA - BOMBING AND GUNNERY RANGE

Discussion:

The Secretary of the Board presented a request from the Director of Base Services for establishment of a bombing and gunnery range at MERRYVILLE, LOUISIANA, for use by the Lake Charles Operational Training Unit Base, and designation of a danger area.



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Meeting No. 169-A October 8, 1942

RECOMMENDATIONS:

1. That Hammer Field, FRESNO, CALIFORNIA, located at Latitude 36 46', Longitude 119° 43', 5 miles Northeast of Fresno, be approved as the Main Base for the Army Air Base at Fresno.

2. That operations from the above site be conducted in accordance with Civil Air Regulations (Part 60) "Air Traffic Rules."

3. That a site located at Latitude 36° 55' 30", Longitude 119° 37' (from center of tract), 15½ miles Northeast of Fresno, be approved for use as a rifle range by the Army Air Base at FRESNO, CALIFORNIA.

* * * * * * * *

B. CIVIL

(1) VERNON, TEXAS - CAA AUXILIARY FIELD AND VICTORY FIELD - CIVIL CONTRACT POWER ELEMENTARY SCHOOL

Discussion:

The Secretary of the Board presented a request from the Director of Base Services for approval of the main base and an auxiliary field for the Elementary Flying Training School, VERNON, TEXAS.

Findings:

1. Victory Field, requested as the Main Base for the Civil Elementary Flying School at VERNON, TEXAS, is located at Latitude 34° 04', Longitude 99° 14' 50".

2. The CAA Auxiliary Field, VERNON, TEXAS, is located at Latitude 34° 16' 30", Longitude 99° 19', 8 miles North of Vernon and is to be used as an auxiliary field for the Civil Elementary Flying Training School, VERNON, TEXAS.

RECOMMENDATIONS:

1. That Victory Field, located at Latitude 34° 04', Longitude 99° 14' 50", be approved for use as the Main Base for the Civil Elementary Flying School at VERNON, TEXAS.

2. That Vernon Auxiliary CAA Field, located at Latitude 34° 16' 30", Longitude 99 19', previously approved in Meeting No. 63 of the IATCB for Basic Flying School, be approved as an auxiliary field for the Civil Elementary Flying School, VERNON, TEXAS.

* * * * * * * *

(2) SPRINGFIELD, MISSOURI - CIVIL ELEMENTARY FLYING SCHOOL

Discussion:

The Secretary of the Board presented a request from the Director of Base Services for the approval of the use of a new site at Springfield, Missouri, as a Civil Elementary Flying School by the Flying Training Command.

Findings:

The site requested is located at Latitude 37° 11', Longitude 93° 25', one mile north of Brookline, Missouri, 7 miles southwest of Springfield, Missouri, and within Red Airway No. 11.



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Meeting No. 169-A October 8, 1942

RECOMMENDATIONS:

1. That a site located at Latitude 37° 11', Longitude 93° 25', one mile north of Brookline, Missouri, 7 miles southwest of SPRINGFIELD, MISSOURI, be approved as a Civil Elementary Flying School.

2. That operations from the above site be conducted in accordance with Civil Air Regulations (Part 60) "Air Traffic Rules."

* * * * * * * * * *

2. DANGER AREAS

A. CHESAPEAKE BAY AREA, MARYLAND - NAVY AERIAL GUNNERY AND MACHINE GUN FIRING

Discussion:

The Secretary of the Board presented a request from the Navy Department Member for establishment of a Danger Area for aerial gunnery and machine gun firing for NAS Patuxent River, in CHESAPEAKE BAY.

Findings:

1. The area requested is described as follows:

"Cedar Point to South End Fishing Creek Island (Latitude 38° 18', Longitude 76° 15'); thence East Southeasterly to Latitude 37° 55', Longitude 76° 03'; thence West Southwesterly to Latitude 37° 51', Longitude 76° 11'; thence Northwesterly to Point Lookout; thence generally North following the shore line to Cedar Point."

2. This matter has been coordinated with the First Air Force.

RECOMMENDATIONS:

1. That a CHESAPEAKE BAY, MARYLAND, area, described as follows, be approved for aerial gunnery and machine gun firing for NAS Patuxent River:

"Cedar Point to South End Fishing Creek Island (Latitude 38° 18', Longitude 76° 15'); thence East Southeasterly to Latitude 37° 55', Longitude 76° 03'; thence West Southwesterly to Latitude 37° 51', Longitude 76° 11'; thence Northwesterly to Point Lookout; thence generally North following the shore line to Cedar Point."

2. That the above described area be designated a danger area and published in CAA Weekly "Notices to Airmen" and Coast and Geodetic Survey Aeronautical Charts.

* * * * * * * * * *

B. MERRYVILLE, LOUISIANA - BOMBING AND GUNNERY RANGE

Discussion:

The Secretary of the Board presented a request from the Director of Base Services for establishment of a bombing and gunnery range at MERRYVILLE, LOUISIANA, for use by the Lake Charles Operational Training Unit Base, and designation of a danger area.



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Meeting No. 169-A October 8, 1942

Finding:

The site requested for use as a bombing and gunnery range at MERRYVILLE, LOUISIANA, is described as follows:

> Beginning at the town of Merryville on the GC & SF railroad; thence southeasterly along a first class road to the town of Singer on the KCS railroad; thence southerly along said railroad to its intersection with a county road at Latitude 30° 31' 30"; thence westerly along said county road to its intersection with another county road between Starks and Merryville; thence northeasterly along said county road to Merryville and the point of origin.

RECOMMENDATIONS:

1. That a site, described as follows, be approved as a bombing and gunnery range at MERRYVILLE, LOUISIANA, for use by the Lake Charles Operational Training Unit Base:

> Beginning at the town of Merryville on the GC & SF railroad; thence southeasterly along a first class road to the town of Singer on the KCS railroad; thence southerly along said railroad to its intersection with a county road at Latitude 30° 31' 30"; thence westerly along said county road between Starke and Merryville; thence northeasterly along said county road to Merryville and the point of origin.

2. That the above described site be designated a danger area and published in Coast and Geodetic Survey Aeronautical Charts.

* * * * * * * * * * * *

3. MEMORANDUM FOR THE RECORD - PROPOSED SITE FOR GROUND TROOPS CONSTRUCTION PROJECT, LEARY, GEORGIA

The following letter dated September 19, 1942 from the Chief of Engineers (CE 685 (Leary, Ga.) SPEEW) to the IATCB was introduced into the record:

> "At Meeting No. 146 of the IATCB, September 1, 1942, a site for a Triangular Division Camp near Leary, Georgia, was approved with the following restrictions:
>
> a. That no firing be conducted within or toward an area within a radius of 15 miles of the Albany, Ga., Radio Range.
>
> b. That no firing be conducted within 5 miles of the oncourse signals of the northwest or southwest legs of the Albany Radio Range.
>
> "The restrictions so imposed are such that activities which would be included in the training program at this proposed camp could not be feasibly conducted.



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Meeting No. 169-A

October 8, 1942

"It will, therefore, be necessary for the War Department to abandon the use of the proposed site near Leary, Ga., for the intended purpose."

* * * * * * * * * * *

J. B. Hartranft, Jr.
J. B. HARTRANFT, JR.
MAJOR, AC
Secretary, IATCB 10/9/42

Earl F. Ward
EARL F. WARD, CAA REPRESENTATIVE

C. B. Lober
C. B. LOBER, COLONEL, AC
WAR DEPARTMENT REPRESENTATIVE

J. B. Voit
J. B. VOIT, COMMANDER, USN
NAVY DEPARTMENT REPRESENTATIVE

Gus Leazar per J.B.H.
GUS LEAZAR, CAB REPRESENTATIVE

The above recommendations are within the policies established by the War Aviation Committee and are approved.

For the WAR AVIATION COMMITTEE:

J. B. Newman, Jr.
J. B. NEWMAN, JR.
Colonel, AC
Executive 10/21/42





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INTERDEPARTMENTAL
AIR TRAFFIC CONTROL BOARD
WASHINGTON, D. C.

Meeting No. 169-B October 8, 1942

Place: IATCB Room, Army Air Forces Annex #1, WASHINGTON, D. C.

Time: 1:00 p.m. to 5:00 p.m.

Members Present:

Earl F. Ward, CAA, Chairman
C. B. Lober, Colonel, AC
J. B. Voit, Commander, USN

Alternate Present:

John J. Quinn, CAB

Secretary: J. B. Hartranft, Jr., Major, AC

Witnesses Present:

John R. Nash, Captain, AC (Buildings & Grounds Division)
J. R. Yarrow, CAA
S. H. Denfip, CAA-Air Carrier Division
Arnold D. Dirdksen, Captain AC (Wright Field)
E. W. Piltz, CAA
J. Kirk Baldwin, CAA-CPT

* * * * * * * * * * *

SUBJECT: REGULATIONS - AIRCRAFT PASSING LIGHTS

Discussion:

The Secretary of the Board presented a request from the Materiel Command, submitted through the War Department Member, for reconsideration of the Boards action in regard to Aircraft Passing Lights in Meeting No. 118-B.

Findings:

1. In Meeting 118-B of July 19, 1942, the Board made the following recommendation:

> "That the Army be permitted to eliminate the installation of passing lights on combat type airplanes which are equipped with the A-9 wing tip lights.

2. The present request from the Materiel Command, dated August 17, 1942, reads as follows:

> "It appears that the recommendation in R&R Sheet dated 5/27/42 to your office, was misunderstood by the Air Traffic Control Board. Passing lights are not installed now on airplanes equipped with Type A-9 lights. What is desired is approval of the elimination of passing lights on combat type airplanes equipped with Type A-7 and A-8 wing tip lights . . . "
>
> "It is requested that this matter be again submitted to the Air Traffic Control Board, and that a Materiel Center representative familiar with the problem appear as a witness before the Board. Arrangements will be made by this office for the Wright Field representative to appear, when

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information is available as to the date of the meeting."

3. Captain Dircksen of the Materiel Command presented the following testimony:

a. The Materiel Command is desirous of having the A-9 wing tip light installed on all aircraft and the elimination of the passing light.

b. Manufacturers refuse to change over to the standard specifications requiring A-9 wing tip lights because of engineering difficulties and the delaying effect on delivery.

c. Only 40% of the aircraft now being produced for the Army Air Forces comply with the lighting requirements as set up by the Materiel Command and the CAB.

d. The Materiel Command is anxious to have some means worked out whereby the changeover to the A-9 wing tip lights will be effected and enforced.

e. There has been no report of accidents due to poor lighting except at training centers where there are many airplanes flying around the Center.

4. A Committee known as the Committee on Aviation Lighting of the Illuminating Engineering Society was assigned to study aircraft lighting and recommended that flashing rear lamps be installed on air carrier aircraft.

5. The recommendation referred to in #5 above was submitted to the CAB and became Regulation 15.2015.

6. The problem, technically, does not come within the province of this Board.

RECOMMENDATIONS:

That the matter be referred back to the Committee on Aviation Lighting of the Illuminating Engineering Society for an additional report in the light of changed conditions during war times.

* * * * * * * * * *

J. B. Hartraft, Jr.
J. B. HARTRAFT, JR.
MAJOR, AIR CORPS,
SECRETARY, IATCB 10/21/42.

Earl F. Ward
EARL F. WARD, CAA MEMBER

C. B. Loher
C. B. LOHER, COLONEL, AC
WAR DEPARTMENT MEMBER

J. B. Voit
J. B. VOIT, COMMANDER, USN
NAVY DEPARTMENT MEMBER

Gus Leazar
GUS LEAZAR, CAB MEMBER

The above recommendations are within the policies established by the War Aviation Committee and are approved.

For the War Aviation Committee:

James B. Newman, Jr.
JAMES B. NEWMAN, JR.
COLONEL, AIR CORPS,
EXECUTIVE
10/21/42



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INTERDEPARTMENTAL AIR
TRAFFIC CONTROL BOARD
Washington, D. C.

Meeting No. 170 — October 9, 1942

Place: IATCB Room, Army Air Forces Annex #1, Washington, D. C.

Time: 1:00 p.m. to 5:00 p.m.

Members Present:

C. B. Lober, Col., AC, Presiding
J. B. Voit, Comdr., USN

Alternates Present:

John L. Huber, CAA
John J. Quinn, CAB

Secretary: J. B. Hartranft, Jr., Major, AC

Witnesses Appearing:

J. R. Nash, Capt., AC, Buildings & Grounds Division
R. H. Drake, CPT-CAA
E. W. Piltz, CAA, Flight Information Section
J. R. Yarrow, CAA, Airport Division

SUBJECTS: Page No.

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1. AIRPORTS:

A. SCHENECTADY, NEW YORK - SCHENECTADY COUNTY AIRPORT - CPT OPERATIONS



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Meeting No. 170 October 9, 1942

Discussion:

The Secretary of the Board presented a request from the Director of Civilian Pilot Training, CAA, received through the CAA member, for approval of the use of the Schenectady County Airport, SCHENECTADY, NEW YORK by the Haven Flying School in connection with Civilian Pilot Training Program.

Findings:

1. CPT operations of the Haven Flying School on the Schenectady County Airport consists of approximately 20 Navy Trainees and 30 Army Trainees in Elementary, Secondary and Instructor courses.

2. In letter of August 6, 1942, the President of the Board of Managers of the Schenectady County Airport advised that the Board of Managers recommends that favorable consideration be given to the request of the Haven Flying Service for the use of the Schenectady County Airport.

3. In Meeting No. 142-3, the IATCB approved additional construction on the Schenectady County Airport by the CAA and its assignment to the Army Air Forces.

RECOMMENDATIONS:

1. That the use of the Schenectady County Airport, SCHENECTADY, NEW YORK by the Haven Flying School in connection with the Civilian Pilot Training Program be approved subject to coordination with existing activities.

2. That operations from this airport be conducted in accordance with Civil Air Regulations, Part 60 "Air Traffic Rules."

* * * * * *

B. EAGLE PASS, TEXAS - ADVANCED SINGLE ENGINE SCHOOL AND THREE AUXILIARY FIELDS.

Discussion:

The Secretary of the Board presented a request from the Director of Base Services, received through the War Department member for approval of the Maverick County Airport, EAGLE PASS, TEXAS as the main base for an Advanced Single Engine School and approval of three sites as Auxiliary Fields for the School.

Findings:

1. The Maverick County Airport is located at Latitude 28° 51', Longitude 100° 30' 30"; approximately 10 miles North of EAGLE PASS, TEXAS and not within the confines of any civil airway.

2. The three auxiliary field sites are located as follows:

a. Auxiliary Field #1 is located at Latitude 29° 01' 39", Longitude 100° 31' 58"; 22 miles North of EAGLE PASS and not within the confines of any civil airway.

b. Auxiliary Field #2 is located at Latitude 29° 13', Longitude 100° 33' 20"; 35.5 miles North of EAGLE PASS and not within the confines of any civil airway.

c. Auxiliary Field #3 is located at Latitude 28° 41' 28", Longitude 100° 21' 08"; 9 miles East of EAGLE PASS and not within the confines of any civil airway.

3. The Advanced Single School at EAGLE PASS, TEXAS has been in operation for some time but has never been approved by the IATCB.

RECOMMENDATIONS:

1. That the Maverick County Airport located 10 miles North of EAGLE PASS, TEXAS, at Latitude 28° 51', Longitude 100° 30' 30" be approved as the Main Base



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for the EAGLE PASS Advanced Single Engine School.

2. That the following sites be approved as Auxiliary Fields for the EAGLE PASS, TEXAS Advanced Single Engine School:

a. Auxiliary Field No. 1 located at Latitude 29° 01' 39", Longitude 100° 31' 58".

b. Auxiliary Field No. 2 located at Latitude 29° 13', Longitude 100° 33' 20".

c. Auxiliary Field No. 3 located at Latitude 28° 41' 28", Longitude 100° 21'.

* * * * * *

2. DANGER AREAS:

A. BLYTHEVILLE, ARKANSAS - SIX BOMBING RANGES

Discussion:

The Secretary of the Board presented a request from the Director of Base Services, received through the War Department member, for approval of four sites as Bombing Ranges and two sites as Alternate Bombing Ranges to serve the Advanced Twin Engine School at BLYTHEVILLE, ARKANSAS.

Findings:

1. The four bombing ranges are described as follows:

a. Bombing Range #1 - An area one mile square centered on Latitude 35° 57', Longitude 90° 29'.

b. Bombing Range #2 - An area one mile square centered on Latitude 35° 51', Longitude 90° 29'.

c. Bombing Range #3 - An area one mile square centered on Latitude 35° 44', Longitude 90° 27'.

d. Bombing Range #4 - An area one mile square centered on Latitude 35° 43' 30", Longitude 90° 13'.

2. The two alternate bombing ranges are described as follows:

a. Alternate Bombing Range #1 - An area one mile square centered on Latitude 36° 05', Longitude 90° 25'.

b. Alternate Bombing Range #2 - An area one mile square centered on Latitude 36° 09', Longitude 90° 15'.

2. None of the six proposed bombing ranges are within the confines of any civil airway.

3. Bombing Range #2 is practically in a direct line between the Army activities at Blytheville and those at Jonesboro, Arkansas.

RECOMMENDATIONS:

1. That Bombing Ranges Nos. 1, 3, 4, and Alternate Bombing Ranges Nos. 1 and 2 be approved for the BLYTHEVILLE, ARKANSAS Advanced Twin Engine School.

2. That circular Danger Areas, each having a radius of 3 miles, centered on the following coordinates be established over the Bombing and Alternate Bombing Ranges approved in Recommendation 1 above:

a. Bombing Range #1 - Latitude 35° 57', Longitude 90° 29'.



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b. Bombing Range #3 - Latitude 35° 44', Longitude 90° 27'.
c. Bombing Range #4 - Latitude 35° 43' 30", Longitude 90° 13'.
d. Alternate Bombing Range #1 - Latitude 36° 05', Longitude 90° 25'.
e. Alternate Bombing Range #2 - Latitude 36° 09', Longitude 90° 15'.

3. That the Danger Areas established in Recommendation 2 above be published in CAA Notices to Airmen and shown on Coast and Geodetic Survey Aeronautical Charts.

4. That Bombing Range #2, Latitude 35° 51', Longitude 90° 29', be disapproved.

* * * * *

B. ALBUQUERQUE, NEW MEXICO - BOMBING RANGE.

Discussion:

The Secretary of the Board presented a request from the Director of Base Services, received through the War Department Member, for approval of a Bombing Range in the vicinity of ALBUQUERQUE, NEW MEXICO.

Findings:

1. The proposed Bombing Range is described as an area one mile square centered on Latitude 35° 26' 30", Longitude 106° 31' 30".

2. The proposed Bombing Range does not lie within the confines of any civil airway but does lie approximately 2 miles from the center line of the oncourse signal of the North leg of the Albuquerque Radio Range. This leg does not serve any important point.

RECOMMENDATIONS:

1. That the proposed Bombing Range, the center of which is located at Latitude 35° 26' 30", Longitude 106° 31' 30", be approved for the Army Flying School, ALBUQUERQUE, NEW MEXICO.

2. That a circular Danger Area having a radius of 3 miles centered on the coordinates given in Recommendation No. 1 above be established over the Bombing Range.

3. That the above designated Danger Area be published in CAA Notices to Airmen and shown on Coast and Geodetic Survey Aeronautical Charts.

* * * * *

C. HARBOR BEACH, MICHIGAN - EXTENSION OF DANGER AREA APPROVED IN MEETING 57.

Discussion:

The Secretary of the Board presented a request from the Director of Base Services, received through the War Department member, for extension of the Danger Area in the vicinity of HARBOR BEACH, MICHIGAN approved in Meeting No. 57.

Findings:

1. It is proposed to extend the existing Danger Area to Latitude 43° 20'; thence at right angles from that line to the Eastern shore of Michigan on Lake Huron, 3 miles South of the town of HARBOR BEACH.

2. It is proposed to construct four floating bombing targets within this area for use by units stationed at Selfridge, Kellogg and Willow Run Airfields under the jurisdiction of the First Concentration Command.

3. The present Danger Area was approved in Meeting No. 57 for Aerial Gunnery and Bombing practice out of CAMP SKEEL, MICHIGAN.



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Meeting No. 170 October 9, 1942

RECOMMENDATIONS:

1. That the Danger Area previously approved in Meeting No. 57 and now shown on Detroit Sectional Aeronautical Chart dated August 6, 1942 be extended to Latitude 43° 20'; thence at right angles from that line to the Eastern shore of Michigan on Lake Huron 3 miles South of the town of HARBOR BEACH, MICHIGAN.

2. That the above extension of the Danger Area in the vicinity of HARBOR BEACH, MICHIGAN be published in CAA Notices to Airmen and shown on Coast and Geodetic Survey Aeronautical Charts.

* * * * *

D. POCATELLO, IDAHO - BOMBING RANGE AND AIR TO GROUND GUNNERY RANGE.

Discussion:

The Secretary of the Board presented a request from the Director of Base Services, received through the War Department member, for approval of a Bombing Range and an Air to Ground Gunnery Range to serve the POCATELLO, IDAHO Army Air Base.

Findings:

1. The proposed Bombing Range is described as being bounded on the North by Latitude 42° 35' 45"; on the East by Longitude 113° 15'; on the West by Longitude 113° 18'; and on the South by Latitude 42° 34'.

2. The proposed Air to Ground Gunnery Range is described as follows:

North Corner - Latitude 43° 02', Longitude 112° 56'
West Corner - Latitude 42° 58' 45", Longitude 112° 59' 50"
South Corner - Latitude 42° 57' 45", Longitude 112° 57' 30"
East Corner - Latitude 43° 01' 30", Longitude 112° 55'.

3. Neither the proposed Bombing Range nor the proposed Air to Ground Gunnery Range lie within the confines of any existing Civil Airway.

RECOMMENDATIONS:

1. That the proposed Bombing Range described as follows be approved for the POCATELLO, IDAHO Army Air Base:

Bounded on the North by Latitude 42° 35' 45"; on the East by Longitude 113° 15'; on the West by Longitude 113° 18'; and on the South by Latitude 42° 34'.

2. That the proposed Air to Ground Gunnery Range described as follows be approved for the POCATELLO, IDAHO Army Air Base:

North Corner - Latitude 43° 02', Longitude 112° 56'
West Corner - Latitude 42° 58' 45", Longitude 112° 59' 50"
South Corner - Latitude 42° 57' 45", Longitude 112° 57' 30"
East Corner - Latitude 43° 01' 30", Longitude 112° 55'.

3. That Danger Areas be established over the proposed Bombing Range and the proposed Air to Ground Gunnery Range approved in Recommendations 1 and 2 above.

4. That the Danger Areas established in Recommendation 3 above be published in CAA Notices to Airmen and shown on Coast and Geodetic Survey Aeronautical Charts.



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Meeting No. 170 October 9, 1942

E. DESCHUTES FOREST, OREGON - SITE A - AERIAL GUNNERY AND BOMBING RANGE
F. LAKE ABERT, OREGON - SITE B - AERIAL GUNNERY AND BOMBING RANGE
G. TRI-STATE (OREGON, NEVADA, IDAHO) - SITE C - AERIAL GUNNERY AND BOMBING RANGE

Discussion:

The Secretary of the Board presented a request from the Director of Base Services for approval of three Aerial Gunnery and Bombing Ranges in the vicinity of DESCHUTES FOREST, OREGON; LAKE ABERT, OREGON, and a site known as the TRI-STATE City in the vicinity of the OREGON, NEVADA, and IDAHO State boundaries for use by the Second Air Force.

Findings:

1. The three proposed Aerial Gunnery and Bombing Range Sites are described as follows:

a. DESCHUTES FOREST, OREGON - SITE A - North boundary Latitude 43° 55', West boundary Longitude 121° 04', South Boundary 43° 18', East Boundary Longitude 120° 27'.

b. LAKE ABERT, OREGON - SITE B - North boundary Latitude 42° 42', West boundary Longitude 120° 31', South boundary Latitude 42° 20', East boundary Longitude 119° 58'.

c. TRI-STATE (OREGON, NEVADA, IDAHO) - SITE C - North boundary Latitude 42° 16', West boundary Longitude 117° 18', South boundary Latitude 41° 50', East boundary Longitude 116° 54'.

2. The DESCHUTES FOREST and LAKE ABERT, OREGON sites lie in close proximity to the Danger Area #2 lying North of LAKEVIEW, OREGON established in Meeting No. 65, for Aerial Gunnery and Bombing.

3. None of the proposed sites lie within the confines of any civil airway.

RECOMMENDATIONS:

1. That the proposed Site A for an Aerial Gunnery and Bombing Range in the vicinity of DESCHUTES FOREST, OREGON described as follows be approved for the Second Air Force:

| | | | |
|---|---|---|---|
| North Boundary | Latitude 43° 55' | South Boundary Latitude | 43° 18' |
| West Boundary | Longitude 121° 04' | East Boundary Longitude | 120° 27' |

2. That the proposed Site B for an Aerial Gunnery and Bombing Range in the vicinity of LAKE ABERT, OREGON described as follows be approved for the Second Air Force:

| | | | |
|---|---|---|---|
| North Boundary | Latitude 42° 42' | South Boundary Latitude | 42° 20' |
| West Boundary | Longitude 120° 31' | East Boundary Longitude | 119° 58' |

3. That Danger Area #2 lying North of LAKEVIEW, OREGON established in Meeting No. 65 be redefined as follows:

An area bounded by straight lines beginning at Latitude 43° 50', Longitude 120° 00'; thence generally in a West Northwesterly direction to a point at Latitude 43° 55', Longitude 120° 30'; thence due West to Longitude 121° 03'; thence due South to Latitude 43° 18' 30"; thence due East to Longitude 120° 43'; thence due South to Latitude 42° 45'; thence due East to Longitude 120° 31'; thence due South to Latitude 42° 20'; thence due East to Longitude 119° 58'; thence due North to Latitude 42° 45'; thence due West to Longitude 120° 00'; thence due North to Latitude 43° 50', and the point of origin.

4. That proposed Aerial Gunnery and Bombing Range Site C, TRI-STATE (OREGON, NEVADA, IDAHO) described as follows be approved for the Second Air Force:



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Meeting No. 170 October 9, 1942

North Boundary Latitude 42° 16' South Boundary Latitude 41° 50'
West Boundary Longitude 117° 18' East Boundary Longitude 116° 54'

5. That a Danger Area be established over the Aerial Gunnery and Bombing Range approved in Recommendation 4 above.

6. That Danger Area No. 2 lying North of LAKEVIEW, OREGON established in Meeting No. 65 and as redefined in Recommendation 3 above and the Danger Area established in Recommendation 5 above be published in CAA Notices to Airmen and shown on Coast and Geodetic Survey Aeronautical Charts.

NOTE: No action was taken on Site D, TWIN BUTTES, IDAHO, as the coordinates given were in error and an attempt was being made to find a suitable location at another site.

* * * * * *

3. MEMORANDA FOR THE RECORD:

A. HOFFMAN FIELD, NORTH CAROLINA - NOTIFICATION OF CONSTRUCTION OF SITE APPROVED IN MEETING NO. 144 FOR THE AIRBORNE COMMAND

Discussion:

The Secretary of the Board read into the record the following memorandum of October 8, 1942 concerning the above subject received from Colonel James H. Stratton Corps of Engineers:

"1. At Meeting No. 144 of the Interdepartmental Air Traffic Control Board, August 27, 1942, a site designated as Hoffman Field, North Carolina, was approved for use by the Airborne Command.

"2. This is to advise that this office authorized construction at this site on September 25, 1942."

* * * * * *

B. SOUTHEASTERN CALIFORNIA - NOTIFICATION OF CONSTRUCTION OF THE GROMMET AND IRON MOUNTAIN CAMP SITES APPROVED IN MEETING NO. 153

Discussion:

The Secretary of the Board read into the record the following memorandum of October 8, 1942 concerning the above subject received from Colonel James H. Stratton, Corps of Engineers:

"1. At Meeting No. 153 of the Interdepartmental Air Traffic Control Board, September 11, 1942, sites for two Armored Divisions in southeastern California known as the Grommet and Iron Mountain sites were approved by the Board.

"2. This is to advise that this office authorized construction at these two sites on September 28, 1942.

"3. The site at Grommet, however, will be for a Motorized Triangular Division rather than an Armored Division but the requirements are so similar to Armored Division activities that no change would be involved in the designation of the Danger Areas."

RECOMMENDATIONS:

That Danger Areas Nos. 1 and 3 in SOUTHEASTERN, CALIFORNIA established in Meeting No. 153 be published in CAA Notices to Airmen and shown on Coast and Geodetic Survey Aeronautical Charts.



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Meeting No. 170 October 9, 1942

C. MEMPHIS, TENNESSEE - RELEASE OF A PORTION OF NAVY RESERVED AREA.

Discussion:

The Secretary of the Board read into the record the following memorandum of October 9, 1942 concerning the above subject received from the Navy member:

"This office advises that memorandum from the Shore Establishments Branch, Bureau of Aeronautics, with an indorsement by the Plans Division, Bureau of Aeronautics, advise that that portion of the area set aside in the vicinity of Memphis, Tennessee, for Naval activities, East of Longitude 88° 30', and West of the Mississippi River, excepting an area within a 5-mile radius of Forrest City, Arkansas, would be relinquished by the Navy."

RECOMMENDATIONS:

That the records of the IATCB be revised to show that that portion of the MEMPHIS, TENNESSEE, Navy Reserved Area, lying East of Longitude 88° 30', and West of the Mississippi River, excepting an area within a 5-mile radius of Forrest City, Arkansas, has been released by the Navy and is clear for further assignment.

* * * * *

D. RELEASE OF GROUND AIR SUPPORT SITES

Discussion:

The Secretary of the Board read into the record the following memorandum concerning the above subject:

"1. On September 19, 1942, Capt. Roberts in the Directorate of Ground-Air Support notified the War Department member that the following sites are no longer used for Ground-Air Support Bases:

Bedford, Massachusetts
New York City, Newark Municipal Airport
Reno, Nevada
Lawton, Oklahoma
Ephrata, Washington #1
Syracuse, New York"

RECOMMENDATIONS:

That the records of the IATCB be revised in accordance with the above memorandum.

* * * * *

E. EXTENSION OF CLEARANCE FOR GLIDER TRAINING SCHOOLS

Discussion:

The Secretary of the Board read into the record the following memorandum concerning the above subject:

"1. At Meeting No. 82, May 15, 1942, the IATCB approved the temporary use of the following sites as Primary Glider Schools:

Monticello, Minnesota
Rochester, Minnesota
Grand Forks, North Dakota
White Bear Lake, Minnesota



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Meeting No. 170 October 9, 1942

"2. At Meeting No. 107, June 25, 1942, the site at White Bear Lake, Minnesota was released as a Glider School.

"3. The Military Air Traffic Control Division has requested that the White Bear Lake, Minnesota be reassigned as a Glider School.

"4. In Record and Routing Sheet dated September 18, 1942, the Director of Base Services requested that the approval of the "temporary use" be changed to the approval of the "indefinite use" of the above sites as Primary Glider Schools."

RECOMMENDATIONS:

That the following sites be approved for indefinite use as Primary Glider Schools, subject to coordination with existing activities:

Monticello, Minnesota
Rochester, Minnesota
Grand Forks, North Dakota
White Bear Lake, Minnesota

* * * * *

J. B. Hartranft, Jr.
Major, AC
Secretary 10/12/42

CAA Member

C. [illegible]
Col., AC
War Department Member

J. B. [illegible]
Comdr., USN
Navy Department Member

Gus Lanzar
CAB Member

The above recommendations are within the policies established by the War Aviation Committee and are approved.

FOR THE WAR AVIATION COMMITTEE:

J. B. Newman, Jr.
Col., AC
Executive 10/15/42.



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D. CHEEK, TEXAS - NAVY LIGHTER-THAN-AIR STATION.

Discussion:

The Secretary of the Board presented a request from the Bureau of Aeronautics, submitted through the Navy member, for approval of the use of a site at CHEEK, TEXAS for a Navy Lighter-Than-Air Station.

Findings:

1. The proposed site is located at Latitude 29° 58' 30", Longitude 94° 12'.

2. This site is located within Green Airway No. 6 and is approximately 7 miles from a site approved at Meeting No. 150 at BEAUMONT, TEXAS for Army Tactical use and is approximately 12 miles from the MID-CITY Airport, approved for Army use at Meeting No. 158.

RECOMMENDATIONS:

That a site located in the vicinity of CHEEK, TEXAS at Latitude 29° 58' 30", Longitude 94° 12' be approved for use as a Navy Lighter-Than-Air Station.

* * * * * * * *

2. DANGER AREAS:

A. PULLMAN, WASHINGTON - AIR-TO-GROUND GUNNERY RANGE.

Discussion:

The Secretary of the Board presented a request from the Director of Base Services, submitted through the War Department member, for approval of a site to be used for an Aerial Ground Gunnery Range near PULLMAN, WASHINGTON by units of the Second Air Force.

Findings:

1. The proposed site is described as one mile square, centered on Latitude 46° 42' 30", Longitude 117° 10', between the NP and UP railroad tracks.

2. This site is not on any Civil airway.

RECOMMENDATIONS:

1. That the following described site near PULLMAN, WASHINGTON be approved for use as an Aerial Ground Gunnery Range by units of the Second Air Force:

1 mile square, centered on Latitude 46° 42' 30", Longitude 117° 10' between the NP and UP railroad tracks.

2. That the above described area be designated a Danger Area, published in CAA Weekly "Notices to Airmen" and plotted on Coast and Geodetic Survey Aeronautical Charts.

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B. MIDWEST, WYOMING - AERIAL GUNNERY RANGE.
NATRONA, WYOMING - BOMBING RANGE.

Discussion:

The Secretary of the Board presented a request from the Director of Base Services, submitted through the War Department member, for approval of a site near MIDWEST, WYOMING for use as an Aerial Gunnery Range and also approval of a site near NATRONA, WYOMING for use as a Bombing Range.



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Findings:

1. The two proposed sites are described as follows:

| | | | |
|---|---|---|---|
| A. | MIDWEST, WYOMING - Rectangular - | North boundary | Latitude 43° 28' 10" |
| | | East boundary | Longitude 105° 28' 20" |
| | | South boundary | Latitude 43° 12' 40" |
| | | West boundary | Longitude 106° 03' 35" |
| B. | NATRONA, WYOMING - Rectangular - | Northwest corner | Latitude 43° 10' Longitude 106° 47' |
| | | Southwest corner | Latitude 43° 03' Longitude 106° 47' |
| | | Southeast corner | Latitude 43° 03' Longitude 106° 38' |
| | | Northeast corner | Latitude 43° 10' Longitude 106° 38' |

2. These sites are to be used by units of the Casper Army Air Base.

RECOMMENDATIONS:

1. That the following described site near MIDWEST, WYOMING be approved for use as an Aerial Gunnery Range by units of the Casper Army Air Base:

| | | |
|---|---|---|
| Rectangular - | North boundary | Latitude 43° 28' 10" |
| | East boundary | Longitude 105° 28' 20" |
| | South boundary | Latitude 43° 12' 40" |
| | West boundary | Longitude 106° 03' 35" |

2. That the following described site near NATRONA, WYOMING be approved for use as a Bombing Range by units of the Casper Army Air Base:

Rectangular - Northwest corner - Latitude 43° 10', Longitude 106° 47'
Southwest corner - Latitude 43° 03', Longitude 106° 47'
Southeast corner - Latitude 43° 03', Longitude 106° 38'
Northeast corner - Latitude 43° 10', Longitude 106° 38'

3. That the above described sites be designated Danger Areas, published in CAA Weekly "Notices to Airmen" and plotted on Coast and Geodetic Survey Aeronautical Charts.

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C. DEL RIO, TEXAS - TRIANGULAR DIVISION SITE - ARTILLERY TRAINING.

Discussion:

The Secretary of the Board presented a request from the Corps of Engineers, submitted through the War Department member, for approval of a Triangular Division Camp site for artillery firing near DEL RIO, TEXAS.

Findings:

1. The proposed site is described as follows:

Beginning at the Town of DEL RIO; thence Easterly along U. S. Highway No. 90 to the Town of AMANDA; thence due North from said Town to Latitude 29° 36'; thence due West along said Latitude to U. S. Highway No. 277; thence Southerly along said highway to DEL RIO and the point of origin.

2. The proposed artillery range is located in the Northern portion of the maneuver area. This range is approximately 6 miles wide and 12 miles long. The terrain is such that firing may be conducted either East to West or West to East.



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3. The proposed site is adjacent to a Bombardier School approved at Meeting No. 74, dated April 24, 1942.

RECOMMENDATIONS:

1. That the following described area be approved for a Triangular Division Camp Site and maneuver area:-

Beginning at the Town of DEL RIO; thence Easterly along U. S. Highway No. 90 to the Town of AMANDA; thence due North from said Town to Latitude 29° 36'; thence due West along said Latitude to U. S. Highway No. 277; thence Southerly along said highway to DEL RIO and the point of origin.

2. That the following described area be approved for artillery firing:

Bounded on the North by Latitude 29° 33', on the East by Longitude 100° 40', on the South by Latitude 29° 28', and on the West by U. S. Highway No. 277 running generally North out of DEL RIO,

3. That the area described in Recommendation 2, above, be designated a Danger Area, published in CAA Weekly "Notices to Airmen" and plotted on Coast and Geodetic Survey Aeronautical Charts upon receipt of notification that the construction permit has been issued.

4. That any activities which might be a hazard to flight if conducted within the remainder of the maneuver area be coordinated with the Commanding Officer of the Air Base at DEL RIO, TEXAS.

* * * * * * * *

3. MILITARY STRUCTURE AND CANTONMENT:

CAMP TOCCOA, GEORGIA - SMALL ARMS RANGE - MINIATURE ANTIAIRCRAFT RANGE.

Discussion:

The Secretary of the Board presented a request from the Corps of Engineers, submitted through the War Department member, for approval of a site for small arms ranges including miniature antiaircraft range on an existing reservation at CAMP TOCCOA, GEORGIA.

Findings:

1. The proposed site is described as follows:

Beginning at the intersection of the Southern Railroad and U. S. Highway No. 23; thence due South to Latitude 34° 31' 30"; thence due West to the East branch, Middle Fork of the BROAD RIVER; thence Northerly along branch of said river to the Southern Railroad; thence Northeasterly along said railroad to the intersection with U. S. Highway No. 23 and the point of origin.

2. This site is approximately 14 miles Northwest of Green Airway No. 6.

RECOMMENDATIONS:

1. That the following described site on an existing reservation at CAMP TOCCOA GEORGIA be approved for small arms ranges including a miniature antiaircraft range:

Beginning at the intersection of the Southern Railroad and U.S. Highway No. 23; thence due South to Latitude 34° 31' 30"; thence due West to the East branch, Middle Fork of the BROAD RIVER; thence Northerly along branch of said river to the Southern Railroad; thence Northeasterly along said railroad to the intersection with U. S. Highway No. 23 and the point of origin.



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2. That the above described site not be designated a Danger Area.

* * * * * * * *

J. B. Hartranft, Jr.
J. B. HARTRANFT, JR.,
Major, A.C.,
Secretary.
10/13/42.

Earl F. Ward
EARL F. WARD,
CAA Representative.

GUS LEAZAR,
CAB Representative.

C. B. Lober
C. B. LOBER,
Colonel, A. C.,
War Department Representative.

J. B. VOIT,
Commander, USN,
Navy Representative.

The above recommendations are within the policies established by the War Aviation Committee and are approved.

For the WAR AVIATION COMMITTEE:

James B. Newman, Jr.
JAMES B. NEWMAN, JR.,
Colonel, A.C.,
Executive. 10/15/42



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JMR

INTERDEPARTMENTAL
AIR TRAFFIC CONTROL BOARD
WASHINGTON, D. C.

Meeting No. 172 — October 13, 1942

Place: IATCB Room, Army Air Forces Annex No. 1, Washington, D. C.

Time: 1:00 PM to 5:00 PM

Members Present:

Earl F. Ward, CAA, Presiding
C. B. Lober, Col., AC
J. B. Voit, Comdr., USN
Gus Leazar, CAB

Acting Secretary: R. P. Hollingsworth, Capt., AC

Witnesses Appearing:

J. R. Nash, Capt., AC, Buildings & Grounds Division
J. E. Gurley, 1st Lt., AC, Ferrying Division, ATC
J. R. Wagy, CAB
J. R. Yarrow, CAA-Airport Division
D. M. Stuart, CAA
F. J. Rhody, Jr., CAA
J. Kirk Baldwin, CAA-CPT
E. W. Piltz, CAA-Flight Information Section

SUBJECTS: Page No.

1. AIRPORTS:

A. NAVY:

(1) GROSSE ISLE, MICHIGAN - THREE OUTLYING FIELDS..... 1

B. ARMY:

(1) LA JUNTA, COLORADO - THREE AUXILIARY FIELDS FOR ADVANCED FLYING TRAINING..... 2
(2) BRYAN, TEXAS - AUXILLARY FIELD NO. 2 FOR ADVANCED TWIN ENGINE TRAINING..... 3
(3) INDEPENDENCE, KANSAS - AUXILLARY FIELDS NOS. 4 AND 7..... 3
(4) CORDELE, GEORGIA - NEW MUNICIPAL AIRPORT - GLIDER TRAINING SCHOOL..... 4

2. DANGER AREAS:

A. ROSEVILLE, CALIFORNIA - CAMP KOHLER - SMALL ARMS AND MINIATURE ANTI-AIRCRAFT FIRING RANGES..... 4
B. LA JUNTA, COLORADO - AERIAL GUNNERY AND BOMBING RANGES..... 5

3. AIDS TO AIR NAVIGATION - PENSACOLA - VALPARISO, FLORIDA..... 6

4. ADVANCED PLANNING AREAS RESERVED FOR THE SECOND AIR FORCE..... 7

* * * * *

1. AIRPORTS:
A. NAVY:
(1) GROSSE ISLE, MICHIGAN - THREE OUTLYING FIELDS

Discussion:

The Secretary of the Board presented a request from the Navy Department Member for approval of three Outlying Field Sites for the GROSSE ISLE, MICHIGAN Naval Reserve Aviation Base.



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Meeting No. 172 October 13, 1942

Findings:

1. The three Outlying Field Sites are located as follows:

   a. Field #22115, 2 miles Northeast of Monroe, Michigan at Latitude 41° 56', Longitude 83° 21'.
   b. Field #25814, 2 miles West of Carleton, Michigan at Latitude 42° 04', Longitude 83° 26'.
   c. Field #21709, 2 miles East of Newport, Michigan at Latitude 42° 00', Longitude 83° 16'.

2. All of the proposed sites lie within Red Airway No. 27.

RECOMMENDATIONS:

1. That the following sites be approved as Outlying Fields for the GROSSE ISLE, MICHIGAN Naval Reserve Aviation Base:

   a. Field #22115 - Latitude 41° 56', Longitude 83° 21'
   b. Field #25814 - Latitude 42° 04', Longitude 83° 26'
   c. Field #21709 - Latitude 42° 00', Longitude 83° 16'

2. That operations from the above Outlying Fields be conducted in accordance with Civil Air Regulations, Part 60 "Air Traffic Rules."

* * * * *

B. ARMY:
(1) LA JUNTA, COLORADO - THREE AUXILIARY FIELDS FOR ADVANCED FLYING TRAINING

Discussion:

The Secretary of the Board presented a request from the Director of Base Services, received through the War Department Member, for approval of three sites as Auxiliary Fields for the Advanced Flying School at LA JUNTA, COLORADO.

Findings:

1. The three Auxiliary Field Sites are located as follows:

   a. Auxiliary #1 - Rocky Ford Site - Latitude 38° 08' 30", Longitude 103° 40' 30".
   b. Auxiliary #2 - Las Animas Site - Latitude 38° 09', Longitude 103° 16'.
   c. Auxiliary #3 - Timpas Site - Latitude 37° 52', Longitude 103° 40' 30".

2. Auxiliary Fields Nos. 1 and 2 lie within Red Airway No. 35.

3. The LA JUNTA, COLORADO Main Base was approved by the LATCB at Meeting No. 103 for British Operational Training Units. The Director of Base Services advises that on June 28, 1942, the LA JUNTA Site was assigned to the Flying Training Command by A-3 for use as an Advanced Flying School.

RECOMMENDATIONS:

1. That the records of the LATCB be revised to show LA JUNTA, COLORADO as an Advanced Flying School instead of as a British Operational Training Unit Base.

2. That the following sites be approved as Auxiliary Fields for the LA JUNTA, COLORADO Advanced Flying School:

   Auxiliary Field No. 1 - Rocky Ford Site - Latitude 38° 08' 30", Longitude 103° 40' 30"





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Meeting No. 172 October 13, 1942

Auxiliary Field No. 2 - Las Animas Site - Latitude 38° 09, Longitude 103° 16'
Auxiliary Field No. 3 - Timpas Site - Latitude 37° 52', Longitude 103° 40' 30"

3. That operations from Auxiliary Fields Nos. 1 and 2 be conducted in accordance with Civil Air Regulations Part 60 "Air Traffic Rules."

* * * * *

(2) BRYAN, TEXAS - AUXILIARY FIELD NO. 2 FOR ADVANCED TWIN ENGINE TRAINING

Discussion:

The Secretary of the Board presented a request from the Director of Base Services, received through the War Department Member, for approval of a site as an Auxiliary Field for the BRYAN, TEXAS Advanced Twin Engine Training School.

Findings:

1. The proposed site is located at Latitude 30° 48' 10", Longitude 96° 35'.

2. The proposed site lies within Green Airway No. 5.

3. The IATCB has no record of an Auxiliary Field No. 1 for BRYAN, TEXAS.

RECOMMENDATIONS:

1. That the proposed site located at Latitude 30° 48' 10", Longitude 96° 35' be approved as Auxiliary Field No. 2 for the BRYAN, TEXAS Advanced Twin Engine Training School.

2. That operations from this field be conducted in accordance with Civil Air Regulations, Part 60 "Air Traffic Rules."

3. That the site for Auxiliary Field No. 1 be transmitted to the IATCB for approval.

* * * * *

(3) INDEPENDENCE, KANSAS - AUXILIARY FIELDS NOS. 4 AND 7

Discussion:

The Secretary of the Board presented a request from the Director of Base Services, received through the War Department Member, for approval of Auxiliary Fields Nos. 4 and 7 for the INDEPENDENCE, KANSAS Basic Flying School.

Findings:

1. The proposed sites are located as follows:

Auxiliary Field No. 4 - Latitude 37° 19', Longitude 95° 49'
Auxiliary Field No. 7 - Latitude 37° 11' 15", Longitude 95° 52'

2. Neither of the proposed sites lie within the confines of any civil airway.

3. At Meeting No. 164, the IATCB approved Auxiliary Fields 4a and 7, located as follows, for the COFFEYVILLE, KANSAS Basic Flying School:

Auxiliary Field No. 4a - Latitude 37° 18', Longitude 95° 52'
Auxiliary Field No. 7 - Latitude 37° 11', Longitude 95° 54'

The Director of Base Services has requested that the approval given to Auxiliary Fields 4a and 7 be withdrawn.



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Meeting No. 172 October 13, 1942

RECOMMENDATIONS:

1. That Auxiliary Fields Nos. 4 and 7, located as follows, be approved for the INDEPENDENCE, KANSAS Basic Flying School:

Auxiliary Field No. 4 - Latitude 37° 19', Longitude 95° 49'
Auxiliary Field No. 7 - Latitude 37° 11' 15", Longitude 95° 52'

2. That the approval given in Meeting No. 164 for Auxiliary Fields Nos. 4a and 7 for the COFFEYVILLE, KANSAS Basic Flying School be withdrawn.

* * * * *

(4) CORDELE, GEORGIA - NEW MUNICIPAL AIRPORT - GLIDER TRAINING BASE

Discussion:

The Secretary of the Board presented a request from the Director of Base Services, received through the War Department Member, for approval of the use of the New Municipal Airport, CORDELE, GEORGIA as a Glider Training School.

Findings:

1. The New Municipal Airport, CORDELE, GEORGIA, is located at Latitude 31° 59', Longitude 83° 45'.

2. At Meeting No. 132, the IATCB approved the use of the New Municipal Airport at CORDELE, GEORGIA as an Auxiliary Field to Hunter Field, SAVANNAH, GEORGIA for Dive Bombardment OTU.

3. The War Department Member was advised by A-3, Assistant Chief of Air Staff, Army Air Forces, that the New Cordele Municipal Airport was no longer to be used as an Auxiliary Field to Hunter Field, SAVANNAH, GEORGIA.

RECOMMENDATIONS:

1. That the approval of the use of the New Municipal Airport, CORDELE, GEORGIA as an Auxiliary Field to Hunter Field, SAVANNAH, GEORGIA, given in Meeting No. 132 be withdrawn.

2. That the New Municipal Airport, CORDELE, GEORGIA located at Latitude 31° 59', Longitude 83° 45' be approved as a Glider Training School.

* * * * *

2. DANGER AREAS:
A. ROSEVILLE, CALIFORNIA - CAMP KOHLER - SMALL ARMS AND MINIATURE ANTI-AIRCRAFT FIRING RANGES

Discussion:

The Secretary of the Board presented a request from the Corps of Engineers, received through the War Department member, for approval of Small Arms and Miniature Anti-Aircraft Firing Ranges at Camp Kohler near ROSEVILLE, CALIFORNIA.

Findings:

1. The proposed site is described as a Triangular area whose base is on the Southern Pacific Railroad and bounded on the other two sides by Latitude 38° 43' and Longitude 121° 22' 30".

2. The proposed site is located within Green Airway No. 3 at a distance of approximately 15 miles from the Sacramento Radio Range Station and is within the modified radio range approach channel established on the Northeast leg of that radio range.



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Meeting No. 172 October 13, 1942

RECOMMENDATIONS:

1. That the following described site at Camp Kohler, ROSEVILLE, CALIFORNIA be approved for a Small Arms Ground to Ground Gunnery Range:

A Triangular Area whose base is on the Southern Pacific Railroad and bounded on the other two sides by Latitude 38° 43' and Longitude 121° 22' 30".

2. That the above described area be disapproved for Anti-Aircraft firing of any type.

3. That no Danger Area be established over the Small Arms Ground to Ground Gunnery Range approved in Recommendation No. 1 above.

* * * * *

B. LA JUNTA, COLORADO - AERIAL GUNNERY AND BOMBING RANGES

Discussion:

The Secretary of the Board presented a request from the Second Air Force, received through the War Department Member, for approval of an Aerial Gunnery Range and a Bombing Range in the vicinity of LA JUNTA, COLORADO.

Findings:

1. The proposed Bombing Range is described as a rectangular area bounded on the North by Latitude 37° 52', on the East by Longitude 103° 58', on the West by Longitude 104° 04', and on the South by Latitude 37° 41'.

2. The proposed Aerial Gunnery Range is described as an area bounded by a line beginning at the AT&SF Railroad on Latitude 37° 48'; thence due East to Longitude 103° 31'; thence due South on said Longitude to Latitude 37° 39'; thence due West on said Latitude to Longitude 103° 24'; thence due North to the AT&SF Railroad; thence Northeast along said railroad to Latitude 37° 48, the point of origin.

3. Neither the proposed Bombing Range nor the proposed Aerial Gunnery Range lie within the confines of any civil airway.

RECOMMENDATIONS:

1. That the following described Aerial Gunnery Range in the vicinity of LA JUNTA, COLORADO be approved for the Second Air Force:

An area bounded by a line beginning at the AT&SF Railroad on Latitude 37° 48'; thence due East to Longitude 103° 31'; thence due South on said Longitude to Latitude 37° 39'; thence due West on said Latitude to Longitude 103° 24'; thence due North to the AT&SF Railroad; thence Northeast along said railroad to Latitude 37° 48', the point of origin.

2. That the above described Aerial Gunnery Range be designated a Danger Area and published in CAA Notices to Airmen and shown on Coast and Geodetic Survey Aeronautical Charts.

3. That the following described Bombing Range in the vicinity of LA JUNTA, COLORADO be approved for the Second Air Force:

A rectangular area bounded on the North by Latitude 37° 52', on the East by Longitude 103° 58', on the South by Latitude 37° 41', and on the West by Longitude 104° 04'.

4. That the above described Bombing Range be designated a Danger Area and published in CAA Notices to Airmen and shown on Coast and Geodetic Survey Aeronautical Charts.

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Meeting No. 172 October 13, 1942

3. PENSACOLA - VALPARISO, FLORIDA - AIDS TO AIR NAVIGATION

Discussion:

The Secretary of the Board presented a request from the Commandant, PENSACOLA, FLORIDA Naval Air Station, received through the Navy Member, for approval of the relocation and reorientation of radio localizers in the PENSACOLA Area to allow for the establishment of a Naval Training Area.

Findings:

1. Paragraph #6 of letter of September 15, 1942 from the Commandant, PENSACOLA Naval Air Station to the Vice Chief of Naval Operations reads as follows:

"6. The only action desired at this time is (a) obtaining approval of the narrowing of the airways within the contemplated zone, (b) approval of the suggested orientation of Walnut Hill, Berrydale, and Brewton training ranges, and (c) approval of the access lanes into and out of Pensacola from Red Airway No. 30. These are desired in order that this station may proceed with its development and expansion in the Naval Aviation training program. Exact delineation of the Naval Aviation Danger Zone and data for correction of charts and dissemination of notices on relocated, abandoned, and new radio ranges may take place subsequently."

2. At Meeting No. 64, the LATCB made the following recommendations with respect to the PENSACOLA, FLORIDA Danger Areas:

"1. That the Navy Radio Range Station now located approximately ½ mile West of CHEVALIER FIELD be relocated approximately 3 miles Northwest of the PENSACOLA Municipal Airport, and that the Navy Department make arrangements with the CAA for the relocation and operation of this station.

"2. That the Northeast leg of the relocated radio range station be directed toward CRESTVIEW, FLORIDA.

"3. That the Southeast leg be directed across and, if possible, parallel to and coinciding with the Northwest-Southeast runway on the PENSACOLA Municipal Airport.

"4. That the North leg be aligned to intersect the on-course signal of the West leg of the CRESTVIEW Range in the vicinity of PINE BARREN.

"5. That modified range approach channels (tunnels) be established from CRESTVIEW through PENSACOLA to PINE BARREN along the on course signal of the newly located radio range at PENSACOLA.

"6. That a modified range approach channel be established along the West leg of the CRESTVIEW Radio Range Station from CRESTVIEW to MOBILE, ALABAMA.

"7. That the above plan for the re-establishment of airways in the CRESTVIEW, PENSACOLA, FLORIDA, MOBILE, ALABAMA Area be adopted in lieu of the plan submitted by the Commandant, Naval Air Station and Second CAA Region recommending the establishment of new and extended danger areas in this vicinity."

RECOMMENDATIONS:

1. That a Modified Radio Range Approach Channel be established on the Northeast leg of the MOBILE, ALABAMA Radio Range extending from a point three miles Southwest of the town of HURRICANE, FLORIDA to the town of DREWRY, ALABAMA.

2. That a new MRL Radio Range be established near the town of LOTTIE, ALABAMA with the Southwest leg oriented on MOBILE, ALABAMA; the Northeast leg oriented on the town of DREWRY, ALABAMA; and the Southeast leg oriented on the Atmore Intermediate Field.



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3. That upon completion of Recommendation 2 above, the following be accomplished:

a. That Recommendation 1 above be rescinded.

b. That Recommendation 6 in Meeting No. 64 "That a modified range approach channel be established along the West leg of the CRESTVIEW Radio Range from CRESTVIEW to MOBILE, ALABAMA" be rescinded.

c. That a Modified Range Approach Channel be established along the West leg of the CRESTVIEW Radio Range to the town of BARTH, FLORIDA.

d. That the Northeast leg of the MOBILE, ALABAMA Radio Range be reoriented clockwise to lie on the town of BARTH, FLORIDA.

e. That a Modified Range Approach Channel be established along the reoriented Northeast leg of the MOBILE, ALABAMA Radio Range to the town of BARTH, FLORIDA.

f. That a Modified Range Approach Channel extending to a point three miles Southwest of the town of HURRICANE, FLORIDA be established on the Southwest leg of the new MRL Radio Range established in the vicinity of LOTTIE, ALABAMA.

g. That a Modified Range Approach Channel extending to the town of DREWRY, ALABAMA be established on the Northeast leg of the new MRL Radio Range established in the vicinity of LOTTIE, ALABAMA.

4. That through flights within the Modified Range Approach Channels established in Recommendations 1 and 3 above be conducted between the altitudes of 1500 and 3500 feet above the ground.

5. That the following locations of Radio Training Ranges be approved:

a. WALNUT HILL Range, located in the immediate vicinity of the town of WALNUT HILL with legs oriented 084°, 264°, 174°, 354°, magnetic.

b. BERRYDALE Range, located in the immediate vicinity of the town of BERRYDALE with legs oriented 296°, 116°, 206°, 026°, magnetic.

c. BREWTON Range, located in the immediate vicinity of the town of BREWTON with legs oriented 235°, 055°, 325°, 145°, magnetic.

6. That, if the ANDALUSIA, ALABAMA Field Training Camp, approved in Meeting No. 162, is used, the North leg of the CRESTVIEW Radio Range be reoriented counter-clockwise to lie on the town of BROOKS in order to avoid the attendant Danger Area.

* * * * *

4. ADVANCED PLANNING AREAS RESERVED FOR THE SECOND AIR FORCE

Discussion:

The War Department member presented a verbal request from the Second Air Force for the temporary reservation of two areas for Advance Planning Purposes.

Findings:

The War Department member stated that it was understood that there have been many activities previously approved within the areas requested and that the temporary reservation is only to assure that no additional activities go into the areas until the Second Air Force Site Board had looked over the areas and determined what fields they would require.



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Meeting No. 172 October 13, 1942

RECOMMENDATIONS:

That the following two areas be shown on the Advanced Planning Chart of the IATCB as being temporarily reserved for the Second Air Force for Advanced Planning Purposes:

Area #1 - Bounded on the North by Latitude 38°; on the East by Longitude 92°; on the South by Latitude 36°; and on the West by the Eastern boundary of Green Airway No. 4 and the Eastern boundary of Blue Airway No. 5.

Area #2 - Bounded on the North by Latitude 39°; on the East by Longitude 99°; on the South by Latitude 36°; and on the West by Longitude 103°, exclusive of that portion of the area which lies Southeast of Green Airway No. 4.

* * * * *

J. B. Hartranft, Jr.
Major, AC
Secretary 10/15/42

Earl F. Ward
CAA Member

C. B. Lober
Col., AC
War Department Member

J. B. Voit
Comdr., USN
Navy Department Member

Gus Loazar
CAB Member

The above recommendations are within the policies established by the War Aviation Committee and are approved.

For the War Aviation Committee:

James B. Newman, Jr.
Colonel, Air Corps
Executive 10/19/42

3-3817,AF



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INTERDEPARTMENTAL
AIR TRAFFIC CONTROL BOARD
WASHINGTON, D. C.

Meeting No. 173-A October 14, 1942

Place: IATCB Room, Army Air Forces Annex #1, WASHINGTON, D. C.

Time: 1:00 p.m. to 5:00 p.m.

Members Present:

Earl F. Ward, CAA, Chairman
C. B. Lober, Colonel, AC
J. B. Voit, Commander, USN
Gus Leazar, CAB

Secretary: J. B. Hartranft, Jr., Major, AC

Witnesses Appearing:

C. T. Hansen, City Aviation Department, Miami, Florida
E. W. Piltz, CAA
J. Kirk Baldwin, CPT-CAA
J. R. Yarrow, CAA
John R. Nash, Captain, AC (Buildings & Grounds Division)

* * * * * * * * * * * *

SUBJECTS: Page No.

1. DANGER AREAS

A. EL PASO, TEXAS - FORT BLISS - MORTAR FIRING AREA . . . . . 1
B. EL PASO, TEXAS - BIGGS FIELD - BOMBING AND AERIAL GUNNERY RANGES . . . . . 2
C. SMYRNA, TENNESSEE - RED BOILING SPRINGS AND HILLSDALE BOMBING TARGETS . . . . . 3
D. SAMBURG, TENNESSEE - BOMBING RANGE FOR FOREIGN SERVICE CONCENTRATION COMMAND AT DYERSBURG, TENNESSEE. . . . 4
E. MOJAVE, CALIFORNIA - ANTIAIRCRAFT TRAINING AND SEARCHLIGHT TRACKING . . . . . 4

2. AIRPORTS

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B. FLIGHT STRIPS. . . . . 6
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(3) DELL, MONTANA
(4) LOW, UTAH
(5) ALKALI LAKE, OREGON
(6) OWYHEE, NEVADA
(7) CALIENTE, NEVADA

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1. DANGER AREAS
A. EL PASO, TEXAS - FORT BLISS - MORTAR FIRING AREA

Discussion:

The Secretary of the Board presented a request from Headquarters, Fort Bliss, Texas, for approval of the use of a mortar firing area near Fort Bliss, EL PASO, TEXAS, and designation of a danger area.

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Meeting No. 173-A October 14, 1942

Findings:

1. The mortar firing area is described as follows:

Between Latitudes 31° 53'30" and 31° 54' 30" and Longitudes 106° 26' 30" and 106° 28', approximately 6 miles northwest of the Fort Bliss Air Base.

2. Mortar firing, up to approximately 5,700 feet, is conducted approximately twice a week, but danger to aircraft in flight is prevented by the posting of Air Sentinels, who give the alarm to cease firing at the approach of aircraft.

RECOMMENDATIONS:

1. That an area described as follows be approved for use in connection with mortar firing at Fort Bliss, EL PASO, TEXAS:

"Between Latitudes 31° 53' 30" and 31° 54' 30" and Longitudes 106° 26' 30" and 106° 28'.

2. That the above described area be designated a danger area and published in CAA Weekly "Notices to Airmen" and in Coast and Geodetic Survey Aeronautical Charts.

3. That a standard radio range approach channel be applied to the East and West legs of the EL PASO RADIO RANGE and a modified range approach channel be applied to the North leg of the EL PASO RADIO RANGE, extending to the North boundary of Green Airway No. 5.

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B. EL PASO, TEXAS - BIGGS FIELD - BOMBING AND AERIAL GUNNERY RANGES

Discussion:

The Secretary of the Board presented a request from the Director of Base Services for approval of the use of bombing and aerial gunnery ranges by activities out of Biggs Field, EL PASO, TEXAS, Army Air Base, and designation of a danger area.

Findings:

1. The Biggs Field Air-to-Ground Pattern Gunnery Range is located between Latitudes 31° 30' and 31° 35' and Longitudes 105° 53' and 105° 59', 8 miles NE of Acala, Texas, and 48 miles Southeast of the Main Base.

2. The Biggs Field Bombing Range is located between Latitudes 31 23' and 31 25' and Longitudes 105 43' and 105 45', 31 miles Southeast of Biggs Field, 10 miles East of Fabens, Texas, 10 miles East of the Mexican border, and is 6 miles square.

3. Biggs Field, approved as a Support Base in Meeting No. 82, is now expanded northwardly. Although there will only be one field, the new site will be known as the El Paso Army Air Base and the existing facilities will be known as Biggs Field, a sub-post to the Army Air Base at El Paso. It is requested that the El Paso Army Air Base be approved at the same location as Biggs Field but that two designations be carried -- El Paso Army Air Base and Biggs Field. The Air Support operations will continue to function from the same site.





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Meeting No. 173-A October 14, 1942

RECOMMENDATIONS:

1. That the Biggs Field Air-to-Ground Pattern Gunnery Range, located between Latitudes 31° 30' and 31° 35' and Longitudes 105° 53' and 105° 59', be approved for use by the El Paso Army Air Base, EL PASO, TEXAS.

2. That the Biggs Field Bombing Range, located between Latitudes 31° 23' and 31° 25' and Longitudes 105° 43' and 105° 45', be approved for use by the El Paso Army Air Base, EL PASO, TEXAS.

3. That the above two areas be designated danger areas and published in CAA Weekly "Notices to Airmen" and in Coast and Geodetic Survey Aeronautical Charts.

4. That records be amended to indicate the expansion of Biggs Field. Althoug there will be only one field, the new site will be known as the El Paso Army Air Base and the existing facilities will be known as Biggs Field, a sub-post to the Army Air Base at El Paso.

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C. SMYRNA, TENNESSEE - RED BOILING SPRINGS AND HILLSDALE BOMBING TARGETS

Discussion:

The Secretary of the Board presented a request from the Director of Base Services for the approval of two bombing ranges for use by the Smyrna Flying School, SMYRNA, TENNESSEE.

Findings:

1. Bombing Range No. 1 (Red Boiling Springs Site) is located at Latitude 36° 34', Longitude 85° 50' (center of tract), 60 miles Northeast of Nashville, Tennessee, 1½ miles north of Red Boiling Springs, and is an area of approximately 560 acres.

2. Bombing Range No. 2 (the Hillsdale site) is located at Latitude 36° 31', Longitude 86° 00' (center of tract) 50 miles northeast of Nashville, Tennessee, 20 miles east of Amber Airway No. 6, and is an area of approximately 640 acres.

3. Sites previously submitted were disapproved in Meeting No. 161 of the IATOB, inasmuch as the original descriptions placed the danger areas within Green Airway No. 5.

RECOMMENDATIONS:

1. That Bombing Range No. 1 (Red Boiling Springs Site) described as located at Latitude 36° 34', Longitude 85° 50', with a 6 mile circle described around the center location, be approved for use by the Smyrna Flying School, SMYRNA, TENNESSEE

2. That Bombing Range No. 2 (the Hillsdale site) described as located at Latitude 36° 31', Longitude 86° 00', with a 6 mile circle described around the center location, be approved for use by the Smyrna Flying School, SMYRNA, TENNESSEE.

3. That the above areas be designated danger areas and published in CAA Weekly "Notices to Airmen" and published in Coast and Geodetic Survey Aeronautical Charts.



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Meeting No. 173-A October 14, 1942

D. SAMBURG, TENNESSEE - BOMBING RANGE FOR FOREIGN SERVICE CONCENTRATION COMMAND AT DYERSBURG, TENNESSEE

Discussion:

The Secretary of the Board presented a request from the Director of Base Services for the approval of the use of a bombing range for the First Foreign Service Concentration Command in connection with the Dyersburg Airport, DYERSBURG, TENNESSEE.

Findings:

1. The site requested is adjacent to SAMBURG, TENNESSEE, at Latitude 36° 25', Longitude 89° 22', 27 miles North of Dyersburg, Tennessee, 7½ miles Northeast of Tiptonville, 23 miles East of Amber Airway Number 5, and is an area 2 miles by four miles. (Information supplied by Captain Nash from letter dated September 22, 1942 to the Army Air Forces from the Foreign Service Concentration Command.)

2. Captain Buckles (B & G Division - AAF) advises that the field at Tiptonville is an auxiliary for the Dyersburg unit.

RECOMMENDATIONS:

1. That the following described site be approved for use as a bombing range by the First Foreign Service Concentration Command in connection with the Dyersburg Airport, DYERSBURG, TENNESSEE:

A 6-mile circle centered at Latitude 36° 25', Longitude 89° 22'.

2. That the above described area be designated a danger area and published in CAA Weekly "Notices to Airmen" and Coast and Geodetic Survey Aeronautical Charts.

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E. MOJAVE, CALIFORNIA - ANTIAIRCRAFT TRAINING AND SEARCHLIGHT TRACKING

Discussion:

The Secretary of the Board presented a request from the War Department Member reopening consideration of revision of the recommendations in Meeting No. 161 of the IATCB with regard to a danger area established at MOJAVE, CALIFORNIA, to include a reference to operations within Amber Airway No. 2.

Findings:

1. In Meeting No. 161 the IATCB disapproved a request for that portion of the danger area lying within the confines of Amber Airway No. 2.

RECOMMENDATIONS:

That Subject 2D, Meeting No. 161, dated September 23, 1942, be amended by adding Recommendation No. 4:

"4. That no antiaircraft firing or searchlight tracking missions be conducted within the confines of Amber Airway No. 2."

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Meeting No. 173 -A October 14, 1942

2. AIRPORTS

A. DES MOINES, IOWA - AIRLINES WAR TRAINING INSTITUTE - TRANSITION TRAINING

Discussion:

The Secretary of the Board presented a request from the Airlines War Training Institute, through the War Department Member, for the approval of the use of the Municipal Airport, DES MOINES, IOWA, for transition training of pilots to be used in military air cargo operations by the airlines.

Findings:

1. The following letter dated September 23 to the IATCB from the Airlines War Training Institute (Mr. J. Lederer) was introduced:

"We wish to place a request for the use of the Des Moines, Iowa, Municipal Airport for the transition training of pilots to be used in military air cargo operations by the airlines. We understand that the Des Moines Airport is suitable for this type of training provided a control tower is erected. We are willing to arrange for the construction and operation of a control tower.

"About 200 students per month would receive transition training; the ships to be used will be bi-motored. The Airlines War Training Institute will, of course, be most willing to coordinate its training activities with others that may exist in that neighborhood."

2. The past actions of the IATCB with regard to activities at the DES MOINES, IOWA Municipal Airport are as follows:

a. On May 7, 1942, at Meeting No. 78, the IATCB disapproved the use of the DES MOINES Airport as a Ground Air Support Base.

b. On May 26, 1942, at Meeting No. 88, the IATCB again disapproved the use of the DES MOINES Airport as a Ground Air Support Base.

c. On July 22, 1942, at Meeting No. 122, the IATCB approved the use of DES MOINES Airport by the Foreign Service Concentration Command subject to continuance of CPT Operations as at present, except that practice landings and take-offs be made by the CPT from satellite fields and that housing and shop facilities remain in the possession of the present operators.

d. On July 30, 1942, at Meeting No. 126, the IATCB reaffirmed the recommendations made in Meetings Nos. 78, 88 and 122 concerning the DES MOINES Airport.

e. On September 4, at Meeting No. 148, the following recommendation was made in connection with Corps of Engineers construction affecting the Recommendation made in Meeting No. 122:

"The Secretary of the Board is instructed to investigate the Corps of Engineers plans and keep the Board advised of any action which might prove contrary to recommendation in Meeting No. 122."

3. This matter has been informally coordinated with the Assistant Chief of Air Staff, A-3, who advises that the Concentration Command does not intend to use this site as previously cleared by the IATCB in Meeting No. 126, and that the present request meets with their approval.

RECOMMENDATIONS:

1. That the Municipal Airport, DES MOINES, IOWA, be approved for use by the Airlines War Training Institute, for transition training of pilots who are to be



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used in military air cargo operations by the airlines, subject to coordination with existing activities.

2. That the approval granted to the Foreign Service Concentration Command in Meeting No. 122 of the IATCB, for use of the Municipal Airport, DES MOINES, IOWA, be rescinded as information has been received that they do not intend to use this site.

* * * * * * * * * * * *

B. FLIGHT STRIPS
(1) BOARDMAN, OREGON
(2) ROME, OREGON
(3) DELL, MONTANA
(4) LOW, UTAH
(5) ALKALI LAKE, OREGON
(6) OWYHEE, NEVADA
(7) CALIENTE, NEVADA

Discussion:

The Secretary of the Board presented a request from the Director of Base Services for the approval of the use of seven flight strips as auxiliary landing fields by the Second Air Force.

RECOMMENDATIONS:

That flight strips to be used as auxiliary landing fields by the Second Air Force be approved as indicated below:

| SITE | LOCATION Latitude | Longitude | DESCRIPTION | DIRECTION OF RUNWAY |
|---|---|---|---|---|
| BOARDMAN, OREGON | 45° 48' 30" | 119° 49' | 5 miles WSW of Boardman within Red Airway No. 1 | N 70° E |
| ROME, OREGON | 42° 33' | 117° 53' | 39 miles NNW of McDermitt, West of US Highway #95 | N 45° E |
| DELL, MONTANA | 44° 44' | 112° 44' | 1½ miles NW of Dell, southerly end joins CAA field at Dell. | NNW-SSE |
| LOW, UTAH | 40° 44' | 113° 18' | 17 miles N of Low, one mile N of Knolls, west side of CAA Emergency Field. | N-S |
| ALKALI LAKE, OREGON | 43° 04' | 120° 00' | 7 miles N of Alkali Lake, 14 miles SSW of Wagon Tire, Oregon. | N 16° E |
| OWYHEE, NEVADA | 41° 57' | 116° 11' | 4 miles W of Owyhee, located in W.Shoshone Indian Reservation, N of State Highway #11 | N 10° E |
| CALIENTE, NEVADA | 37° 34' | 114° 52' | 20 miles W of Caliente, south of U.S. Highway #93 | N 24° E |



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2. That operations be conducted in accordance with Civil Air Regulations (Part 60) "Air Traffic Rules."

* * * * * * * *

J. B. HARTRANFT, JR.
MAJOR, AIR CORPS,
SECRETARY, IATCB

EARL F. WARD, CAA MEMBER

C. B. LOBER, COLONEL, AC
WAR DEPARTMENT MEMBER

J. B. VOIT, COMMANDER, USN
NAVY DEPARTMENT MEMBER

GUS LEAZAR, CAB MEMBER

The above recommendations are within the policies established by the War Aviation Committee and are approved.

For the War Aviation Committee:

JAMES B. HENTAU, JR.
COLONEL, AIR CORPS
EXECUTIVE



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INTERDEPARTMENTAL
AIR TRAFFIC CONTROL BOARD
WASHINGTON, D. C.

Meeting No. 173-B October 14, 1942

Place: IATCB Room, Army Air Forces Annex #1, WASHINGTON, D. C.

Time: 1:00 p.m. to 5:00 p.m.

Members Present:

Earl F. Ward, CAA, Chairman
C. B. Lober, Colonel, AC
J. B. Voit, Commander, USN
Gus Leazar, CAB

Secretary: J. B. Hartranft, Jr., Major, AC

Witnesses Appearing:

C. T. Hansen, City Aviation Department, Miami, Florida.
E. W. Piltz, CAA
J. Kirk Baldwin, CPT-CAA
J. R. Yarrow, CAA
John R. Nash, Captain, AC (Buildings & Grounds Division)

* * * * * * * * * * *

SUBJECT :

MIAMI, FLORIDA - RESTRICTION OF FLIGHT FROM AIRPORTS IN THE VICINITY OF THE NAVAL AIR STATION, MIAMI

Discussion:

The Secretary of the Board presented a request from the Commanding Officer, Naval Air Station, MIAMI, FLORIDA, submitted through the Navy Member, for discontinuance of Civilian Flying from airports in the vicinity of the Naval Air Station, Miami, Florida.

Findings:

1. The following telegram was received from the Commanding Officer, Naval Air Station, MIAMI, FLORIDA:

"NAVY FLIGHT TRAINING OPERATIONS WERE COMMENCED AT THE MIAMI INTERNATIONAL AIRPORT THIS DATE X CIVILIAN AIRCRAFT OPERATING FROM THREE SMALL PRIVATELY OWNED FIELDS NAMELY SUNNY SOUTH COMMA SEMINOLE AND SHADY REST LOCATED WITHIN RADIUS OF APPROXIMATELY TWO MILES PRESENT DANGEROUS FLYING CONDITIONS X REQUEST STEPS BE TAKEN TO CLOSE THESE AIRPORTS AT EARLIEST POSSIBLE DATE."

2. Upon a request from the Bureau of Aeronautics for more detailed information as to the exact conditions which make for dangerous flight operations at the subject airports, the following letter was received from the Commanding Officer, Naval Air Station, MIAMI, FLORIDA, dated August 11, 1942:

"1. Pursuant to the request contained in reference (a) the following information is furnished as to the conditions which contribute to the dangers of flight operations caused by the continued activity on the subject airports:



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(a) The Sunny South, Seminole, and Shady Rest Airports are located within a radius of two to four miles of the Miami Master and Municipal Airports, and are so located as to cause air traffic en route to the Master Airport from established gunnery and bombing ranges to pass directly over or in the immediate vicinity thereof.

(b) The traffic route for aircraft flying from the gunnery and bombing ranges to the Master Airport necessarily was established as above described in order to avoid interference in traffic of the Pan American 36th Street airport on the South, and traffic of the Naval Air Station on the North.

(c) It is necessary for Master Airport traffic approaching or departing from the airport area to maintain altitude levels below 1000 feet in order to keep out of the traffic tunnels established for airways traffic approaching or departing from the Miami area.

"2. These dangerous flying conditions have been recognized locally, and one of the subject airports, SEMINOLE, voluntarily ceased flight operations on August 1, 1942."

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3. The Navy Member presented the following wire received by him from the Naval Air Station, Miami, Florida, dated October 12, 1942:

"SERIAL 3419 AUG 11 1942 X OPERATORS OF SUNNY SOUTH AND SHADY REST AIRPORTS HAVE BEEN CONTACTED AND HAVE INFORMED THIS COMMAND THAT THEY WILL NOT CEASE OPERATION UNTIL SO ORDERED."

4. Mr. C. T. Hanson of the City Aviation Department, Miami, Florida, presented the following testimony to the Board:

a. Facts relative to the investment of the operators at the Sunny South and Shady Rest Airports are as follows:

(1) The Sunny South Airport, containing a corrugated hangar, is on land leased from the Pease Dairy Company of Miami. Operations at the present time consist of 50 privately owned ships, the majority of which are small aircraft.

(2) The Shady Rest Airport is a grass plot which also is leased property containing one structure which serves all purposes (field office, operations office, etc.)

(3) No exact information is available relative to the amount of instruction that is being given at either airport but activity at Shady Rest is very light.

b. There is an airport, known as the Brown Airport, a short distance from Miami, and located in the county, to which the Shady Rest and Sunny South operators could move. Mr. Brown, the developer of this airport, has erected an additional hangar and has shop facilities. He has agreed to permit other operators to build hangars for a certain lease sum and make a contract arrangement on the gas and oil.

c. As a method of closing the two airports without invoking some special War Act, Mr. Hansen suggested that the IATCB send a letter to the Dade County Commission (Attention: Mr. N. P. Lowrey), and another to himself (Mr. C. T. Hansen, Director of Aviation, City of Miami, Florida) stating just what is desired.



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Meeting No. 173-B October 14, 1942

5. The 2d Region, CAA, advises that the Brown Airport is approximately 14 miles center to center from the 36th Street Airport, MIAMI, FLORIDA.

6. The Regional Manager, 2d CAA Region, and Mr. C. T. Hansen, Director of Aviation, City of Miami, Florida, concur in the statements of the Commanding Officer, NAS, Miami, that a hazardous condition exists and civil flying from these airports should be stopped.

RECOMMENDATIONS:

1. That no civil flights for pleasure, charter, or training be conducted from airports within a radius of four miles from the centers of the Naval Air Stations at Opalocka, the Miami International Airport, and the Miami 36th Street Airport. (NOTE: The preceding recommendation does not preclude civil use of the Miami 36th Street Airport itself.)

2. That recommendation #1, above, not be considered a national policy in future Board deliberations.

* * * * * * * * * *

J. B. HARTRANFT, JR.,
MAJOR, AIR CORPS
SECRETARY, IATCB
10/17/42

EARL F. WARD, CAA MEMBER

C. B. LOBER, COLONEL, AC
WAR DEPARTMENT MEMBER

J. B. VOIT, COMMANDER, USN
NAVY DEPARTMENT MEMBER

GUS LEAZAR, CAB MEMBER

The above recommendations are within the policies established by the War Aviation Committee and are approved.

For the War Aviation Committee:

JAMES B. NEWMAN, JR.
COLONEL, AIR CORPS
EXECUTIVE
10/21/42

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INTERDEPARTMENTAL
AIR TRAFFIC CONTROL BOARD
Washington, D. C.

E.M.K

October 15, 1942

Meeting No. 174.

Time: 1:00 P.M. to 5:00 P.M.

Place: IATCB Room, Army Air Forces Annex #1, Washington, D. C.

Members Present:

Earl F. Ward, CAA, Chairman
Gus Leazar, CAB
C. B. Lober, Colonel, AC
J. B. Voit, Comdr., USN

Secretary:

J. B. Hartranft, Jr., Major, AC

Witnesses Appearing:

J. S. Marriott, Lt. Colonel, AC
John R. Nash, Capt., AC
E. W. Piltz, CAA
J. Kirk Baldwin, CAA
J. R. Yarrow, CAA

SUBJECTS:


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B. PRESQUE ISLE, MAINE - AIR TRANSPORT COMMAND..... 2
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2. AIDS TO AIR NAVIGATION:

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1. AIRPORTS:

A. TAFT, CALIFORNIA - GARDNER FIELD - FLYING TRAINING COMMAND.

Discussion:

The Secretary of the Board presented a request from the Director of Base Services, submitted through the War Department member, for approval of the use of Gardner Field, TAFT, CALIFORNIA by the Flying Training Command.

Findings:

1. The proposed site which is an existing Army Air Base is located 1½ miles East of Taft Municipal Airport, 3½ miles East of TAFT, CALIFORNIA at Latitude 35° 08' Longitude 119° 25'.

2. This site was approved by the Secretary of War on August 5, 1942 for the

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West Coast Training Command.

RECOMMENDATIONS:

That Gardner Field, located 3½ miles East of TAFT, CALIFORNIA at Latitude 35° 08', Longitude 119° 25', be approved for use by the Flying Training Command.

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B. PRESQUE ISLE, MAINE - AIR TRANSPORT COMMAND.

Discussion:

The Secretary of the Board presented a request from the Corps of Engineers, submitted through the War Department member, for approval of use of an existing airfield at PRESQUE ISLE, MAINE by the Air Transport Command.

Findings:

1. The proposed site at PRESQUE ISLE, MAINE is located at Latitude 46° 41', Longitude 68° 03'.

2. This site is located within the confines of Amber Airway No. 7.

RECOMMENDATIONS:

That a site near PRESQUE ISLE, MAINE, located at Latitude 46° 41', Longitude 68° 03', be approved for use by the Air Transport Command provided operations are conducted in accordance with Civil Air Regulations, Part 60 (Air Traffic Rules).

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C. NORTH PLATTE, NEBRASKA - CIVILIAN PILOT TRAINING OPERATIONS.

Discussion:

The Secretary of the Board presented a request from Mr. John P. Morris, Director Civilian Pilot Training, for approval of the use of the Municipal Airport at NORTH PLATTE, NEBRASKA, for CPT operations.

Findings:

1. At Meeting No. 64, NORTH PLATTE, NEBRASKA was approved for Navy Flight Training operations.

2. The Navy member reported that the Navy has no objection to the use of the Municipal Airport at NORTH PLATTE, NEBRASKA for CPT operations.

RECOMMENDATIONS:

That the Municipal Airport, NORTH PLATTE, NEBRASKA be approved for CPT operation provided activities are coordinated with existing Navy operations.

* * * * * * * *

2. AIDS TO AIR NAVIGATION:

TAFT, CALIFORNIA - GARDNER FIELD - RADIO RANGE.

Discussion:

The Secretary of the Board presented a request from the Director of Base Services, submitted through the War Department member, for approval of a site adjacent to Gardner Field, TAFT, CALIFORNIA for use for radio range stations.



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Findings:

1. The proposed site is located approximately 1½ miles from the East edge of Gardner Field at Latitude 35° 07' 30", Longitude 119° 23' 00".

2. Gardner Field, TAFT, CALIFORNIA, was approved for use by the Flying Training Command, this meeting, subject 1 A.

RECOMMENDATIONS:

That it is not considered necessary to approve the location of a radio range station where such range is to serve an airport approved by the IATCB and where the range is located off airways, provided the radio range towers are properly lighted and marked in accordance with existing regulations, and further provided the frequency assigned to such range be approved by proper authorities after a study is made to indicate that such frequency would not impair the use of other radio ranges.

* * * * * * * *

3. DANGER AREAS:

A. ALBUQUERQUE, NEW MEXICO - BOMBING PRACTICE.

Discussion:

The Secretary of the Board presented a request from the Director of Base Services, submitted through the War Department member, for approval of a site for practice bombing near BORREGO SPRINGS, NEW MEXICO for use by the Albuquerque Army Flying School, ALBUQUERQUE, NEW MEXICO.

Findings:

1. The proposed site is described as one mile square, located 35 miles from the main base at ALBUQUERQUE, NEW MEXICO, at Latitude 35° 32', Longitude 106° 32'.

2. Danger Area #1 at ALBUQUERQUE was approved by the IATCB in Meeting No. 65 and expanded in Meeting No. 170.

3. Information received from Captain Buckles of Base Services indicates that the general area in the vicinity of the Albuquerque Bombing Range, North, will be gradually taken over for additional bombing training practice.

4. It is suggested by the Military Air Traffic Control Section that the Northern boundary of Danger Area #1 be extended Eastwardly to the RIO GRANDE; thence Southwesterly along the RIO GRANDE to the northern edge of Green Airway No. 4.

RECOMMENDATIONS:

1. That Danger Area #1 at ALBUQUERQUE, NEW MEXICO, approved in Meeting No. 65 and expanded in Meeting No. 170, be extended Eastwardly to the RIO GRANDE; thence Southwesterly along the RIO GRANDE to the Northern edge of Green Airway No. 4.

2. That the above described area be designated a Danger Area, published in CAA Weekly "Notices to Airmen" and plotted on Coast and Geodetic Survey Aeronautical Charts.

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B. GREENWOOD, SOUTH CAROLINA - FIELD TRAINING CAMP.

Discussion:

The Secretary of the Board presented a request from the Corps of Engineers, submitted through the War Department member, for approval of the establishment of a Field Training Camp near GREENWOOD, SOUTH CAROLINA, including heavy artillery firing



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up to 155mm howitzers.

Findings:

1. The proposed site is described as beginning at the Town of GREENWOOD at the intersection of the C&WC and GC Railroads; thence Southwesterly along the C&WC Railroad track to the Town of BRADLEY; thence due South to Latitude 33° 59'; thence due East along said Latitude to Longitude 82° 06' 30"; thence due North to the intersection of U. S. Highway 25 and the CG Railroad; thence Northwesterly along said railroad to its intersection with the C&WC Railroad and the point of origin.

2. At Meeting No. 106, GREENWOOD, SOUTH CAROLINA was approved as a Medium Bombardment Base. Information received from the War Department member indicates that the correct coordinates of this site are Latitude 34° 15', Longitude 82° 10' and not the Municipal Airport as approved.

3. Information received from Colonel Carey, 3rd Air Force, per Col. McMullen, indicates that the 3rd Air Force would have no objection to the establishment of the proposed range provided no artillery firing is conducted within a six-mile radius of the airport being completed by the CAA, 3 miles North of GREENWOOD.

RECOMMENDATIONS:

1. That the following described site near GREENWOOD, SOUTH CAROLINA be approved for use as a Field Training Camp including artillery firing up to 155mm howitzers:

> Beginning at a point at Latitude 34° 07', Longitude 82° 06' 45" West; thence due South to Latitude 33° 59' North; thence due West to Longitude 82° 14' 30" West; thence due North to the Town of BRADLEY; thence generally Northeasterly along the railroad from BRADLEY through VERDERY to its intersection with Latitude 32° 09' 30"; thence due East to its intersection with the Southern Railroad about 2 miles West-Southwest of the Town of NEW MARKET; thence generally Southeasterly along such railroad to the point of origin.

2. That the above described area be designated a Danger Area, published in CAA Weekly "Notices to Airmen" and plotted on Coast and Geodetic Survey Aeronautical Charts upon receipt of notification that the construction permit has been issued.

3. That the coordinates of the site at GREENWOOD, SOUTH CAROLINA, approved at Meeting No. 106 for Medium Bombardment be corrected as follows:

> Latitude 34° 15', Longitude 82° 10'

---

C. REDOWL, SOUTH DAKOTA - AERIAL GUNNERY RANGE.

Discussion:

The Secretary of the Board presented a request from the Director of Base Services submitted through the War Department member, for approval of a site to be used for an Air to Ground Gunnery Range by the Rapid City Army Air Base, RAPID CITY, SOUTH DAKOTA.

Findings:

1. The proposed site is described as follows:

> Northwest corner - Latitude 44° 40' 45", Longitude 102° 32'
> Southwest corner - Latitude 44° 35' 20", Longitude 102° 32'
> Southeast corner - Latitude 44° 35' 20", Longitude 102° 29' 30"
> Northeast corner - Latitude 44° 40' 45", Longitude 102° 29' 30"



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2. At Meeting No. 148, September 4, 1942, the IATCB recommended approval of 2 bombing ranges in the vicinity of RAPID CITY, SOUTH DAKOTA, for use by the Rapid City Army Air Base.

RECOMMENDATIONS:

1. That the following described site in the vicinity of REDOWL, SOUTH DAKOTA be approved for use as an Air to Ground Gunnery Range by the Rapid City Army Air Base.

Northwest corner - Latitude 44° 40' 45", Longitude 102° 32'.
Southwest corner - Latitude 44° 35' 20", Longitude 102° 32'
Southeast corner - Latitude 44° 35' 20", Longitude 102° 29' 30"
Northeast corner - Latitude 44° 40' 45", Longitude 102° 29' 30"

2. That the above described site be designated a Danger Area, published in CAA Weekly "Notices to Airmen" and plotted on Coast and Geodetic Survey Aeronautical Charts.

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D. FORT BENNING, GEORGIA - ARTILLERY FIRING.

Discussion:

The Secretary of the Board presented a request from Air Base Headquarters, FORT BENNING, GEORGIA, submitted through the War Department member, for approval of the establishment of Danger Areas for artillery firing up to 105mm howitzers.

Findings:

1. Danger Area #1 is described as beginning at FORT BENNING at the intersection of the CHATTAHOOCHEE RIVER and UPATOI CREEK, thence due South to the North bank of the CHATTAHOOCHEE RIVER; thence along the bank of said river to its easternmost point at Longitude 84° 53' 30", Latitude 32° 15' 30"; thence due East from said Latitude to U. S. Highway 27; thence Northerly along said highway to the Town of CUSSETA, at its intersection with the SAL Railroad; thence Northwesterly along said railroad to the UPATOI CREEK, thence Southwesterly along said creek to its intersection with the CHATTAHOOCHEE RIVER and the point of origin.

2. At Meeting No. 57, the IATCB recommended that the FORT BENNING, GEORGIA, Artillery Range (Area #1) be approved and a danger area established. Since this area has been enlarged, it is requested that the area described in Finding 1, above, be designated a Danger Area.

3. The proposed Danger Area # 2 and 3 is described as beginning at the intersection of U. S. Highway No. 80 and the C of G Railroad; thence Easterly along said railroad to the Town of BOX SPRINGS; thence South-Southeasterly in a straight line to the BUENA VISTA road at Longitude 84° 38'; thence along a primitive road South-Southwesterly to SCHLEY POND; thence Northwesterly in a straight line to a point due South of the point of origin on the BUENA VISTA road at Longitude 84° 51' 30"; thence due North to the point of origin.

4. Firing in Area No. 2 will be up to about 10,000 feet and firing in Area #3 will be up to 17,000 feet.

RECOMMENDATIONS:

1. That Danger Area #1, FORT BENNING, GEORGIA, previously approved at Meeting No. 57 be extended as follows:

Beginning at FORT BENNING at the intersection of the CHATTAHOOCHEE RIVER and UPATOI CREEK; thence due South to the North bank of the CHATTAHOOCHEE RIVER; thence along the bank of said river to its easternmost point at Longitude 84° 53' 30", Latitude 32° 15' 30"; thence due East from said Latitude to U. S. Highway 27; thence



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Northerly along said highway to the Town of CUSSETA, at its intersection with the SAL Railroad; thence Northwesterly along said railroad to the UPATOI CREEK; thence Southwesterly along said creek to its intersection with the CHATTAHOOCHEE RIVER and point of origin.

2. That Area No. 2 and 3, FORT BENNING, GEORGIA, described below, be approved for artillery firing:

Beginning at the intersection of U. S. Highway 80 and the C of G Railroad; thence Easterly along said railroad to the Town of BOX SPRINGS; thence South-Southeasterly in a straight line to the BUENA VISTA road at Longitude 84° 38'; thence along a primitive road South-Southwesterly to SCHLEY POND; thence Northwesterly in a straight line to a point due South of the point of origin on the BUENA VISTA road at Longitude 84° 51' 30"; thence due North to the point of origin.

3. That the above described areas be designated Danger Areas, published in CAA Weekly "Notices to Airmen" and plotted on Coast and Geodetic Survey Aeronautical Charts.

* * * * * * * *

J. B. HARTRANFT, JR.,
Major, A.C.,
Secretary. 10/15/42

EARL F. WARD,
CAA Representative.

GUS LEMAR,
CAB Representative.

C. B. LOBER,
Colonel, A. C.,
War Department Representative.

J. B. VOIT,
Commander, USN,
Navy Representative.

The above recommendations are within the policies established by the War Aviation Committee and are approved.

For the WAR AVIATION COMMITTEE:

JAMES B. NEWMAN, JR.,
Colonel, Air Corps,
Executive. 10/2/42



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INTERDEPARTMENTAL
AIR TRAFFIC CONTROL BOARD
WASHINGTON, D. C.

Meeting No. 175 October 19, 1942

Place: IATCB Room, Army Air Forces Annex #1, WASHINGTON, D. C.

Time: 1:00 P.M. to 5:00 P.M.

Members Present:
Earl F. Ward, CAA, Chairman
J. B. Voit, Commander, USN
J. S. Marriott, Lt. Colonel, AC
Gus Leazar, CAB

Secretary: J. B. Hartranft, Jr., Major, AC

Witnesses Present:
E. W. Piltz, CAA
J. Kirk Baldwin, CPT-CAA
C. B. Lober, Colonel, AC
R. S. Hawkins, Major, Army Ground Forces
W. J. Mackenzie, CAA

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1. DANGER AREAS:
A. NEW ORLEANS, LOUISIANA - SMALL ARMS FIRING RANGE--STAGING AREA

Discussion:
The Secretary of the Board presented a request from the Chief of Engineers for the approval of a Small Arms Firing Range for the NEW ORLEANS, LOUISIANA, Staging Area.

Findings:
1. This subject was deferred in Meeting No. 164 to the Navy Member for further information and review.

2. The site requested is described as follows:



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A wedge-shaped area 400 yards wide at its northern end at a point one mile south of the Mississippi River, west of the Harvey Canal, and north of Bayou Barataria. The area extends for a distance of 7,500 yards, widening out to 1,707 yards.

3. The northern extremity of the firing range is slightly within Green Airway No. 6.

4. Firing from this range will not be above the horizontal.

5. The Navy Department Member advises that the establishment of this range is acceptable and will in no way interfere with their training program. At the present time the Army is using the Navy range at Menefee Airport.

RECOMMENDATIONS:

That a Small Arms Firing Range for the NEW ORLEANS, LOUISIANA, Staging Area be approved as described below but no firing is to be conducted above the horizontal:

A wedge-shaped area 400 yards wide at its northern end at a point one mile south of the Mississippi River, west of the Harvey Canal, and north of Bayou Barataria. The area extends for a distance of 7,500 yards, widening out to 1,707 yards.

* * * * * * * * * * * * *

B. DEL RIO, TEXAS, - TWO BOMBING AREAS FOR DEL RIO BOMBING TARGET SCHOOL:

Discussion:

The Secretary of the Board presented a request from the Director of Base Services for the approval of two areas for use as bombing targets by the DEL RIO BOMBING TARGET SCHOOL, and designation of danger areas.

Findings:

1. Area No. 1 requested for use as bombing targets is described as follows:

Beginning at the intersection of the S.P. & U.& N. Railroads, approximately 3 miles north of Uvalde; thence westerly along the S. P. Railroad to its intersection with U. S. Highway 90; thence along said highway westerly and northwesterly to the town of Comstock, at its intersection with the S. P. Railroad; thence along said railroad to a point approximately 4 miles east of the town of Langtry at Longitude 101° 30'; thence due north along said longitude to the Pecos River at Latitude 29° 53'; thence along the meanders of the Pecos River to Latitude 30° 05'; thence east northeasterly in a straight line to the town of Juno on Devil's River; thence northeasterly along the meanders of said River to its intersection with Angela Draw; thence along Angela Draw to Latitude 30° 24'; thence east southeasterly to Latitude 30° 15', Longitude 99° 57', at the highway between the towns of Telegraph and Rock Springs; thence south southwesterly in a straight line to the town of Vance; thence south southwest to the town of Barksdale; thence south southeast to the town of Camp Wood on the U. & N. Railroad; thence southerly along the U. & N. Railroad to its intersection with the S. P. Railroad and the point of origin.

2. Area No. 1 described above includes an artillery firing area for a triangular division comp site approved by the Board in Meeting No. 171.

3. Area No. 2 is described as follows:

Beginning at the town of Paloma on the S. P. Railroad, to the town of Spofford; thence east southeasterly in a straight line to a point approximately 4 miles north of A. B. Junction on U. S. Highway 83, at Latitude 29° 07'; thence southerly along said highway to the town of





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LaPryor; thence westerly along a county road to the town of Paloma and the point of origin.

RECOMMENDATIONS:

1. That Area No. 1, described as follows, be approved for planning purposes for Bombing Target Sites for the DEL RIO BOMBING TARGET SCHOOL, DEL RIO, TEXAS, exclusive of the area approved for a Triangular Division Camp site, northeast of Del Rio, and the camp reservation at Fort Clark (near Bracketville):

Beginning at the intersection of the SP & U&N Railroads, approximately 3 miles north of Uvalde; thence westerly along the S. P. Railroad to its intersection with U. S. Highway 90; thence along said highway westerly and northwesterly to the town of Comstock, at its intersection with the S. P. Railroad; thence along said railroad to a point approximately 4 miles east of the town of Langtry at Longitude 101° 30'; thence due north along said longitude to the Pecos River at Latitude 29° 53'; thence along the meanders of the Pecos River to Latitude 30° 05'; thence east northeasterly in a straight line to the town of Juno on Devil's River; thence northeasterly along the meanders of said river to its intersection with Angela Draw; thence along Angela Draw to Latitude 30° 24'; thence east southeasterly to Latitude 30° 15', Longitude 99° 57', at the highway between the towns of Telegraph and Rock Springs; thence south southwesterly in a straight line to the town of Hackberry; thence south southeasterly in a straight line to the town of Vance; thence south southwest to the town of Barksdale; thence south southeast to the town of Camp Wood on the U & N Railroad; thence southerly along the U & N Railroad to its intersection with the S. P. Railroad and the point of origin.

2. That Area No. 2, described as follows, be approved for planning purposes for Bombing Target Sites for the Bombing Target School, DEL RIO, TEXAS:

Beginning at the town of Paloma on the S. P. Railroad, to the town of Spofford; thence east southeasterly in a straight line to a point approximately 4 miles north of A. B. Junction on U. S. Highway 83 at Latitude 29° 07'; thence southerly along said highway to the town of LaPryor; thence westerly along a county road to the town of Paloma and the point of origin.

3. That location of the bombing targets in the above described areas be submitted to the IATCB for final approval and designation of attendant danger areas.

C. KARNES CITY AND CHARLOTTE, TEXAS - CLOUD FLYING

Discussion:

The Secretary of the Board presented a request from the Advanced Flying School, Brooks Field, Texas, through the War Department Member, for approval of two areas for cloud flying in the vicinity of KARNES CITY and CHARLOTTE, TEXAS, and designation of danger areas in connection therewith.

Findings:

1. The following Training Memorandum, dated August 14, 1942, from Lt. Col. J. W. Turner, Director of Training (1st Ind. August 24, 1942, of AAFAFS, Brooks Field, Texas) was introduced:

"1. Information received from the combat zones is to the effect that cloud flying is of the utmost importance. Beginning with class 42-H instruction in cloud flying will be included in combat training.

"2. Great care and coordination will be used in conducting this type of training as it necessitates careful planning and supervision to insure absolute security from aircraft collision. The following instructions will be strictly adhered to:

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a. All cloud flying will be conducted in two areas shown on the attached map; the areas to be known as the "Karnes City area" and the "Charlotte area."

"b. All pilots not engaged in cloud flying will strictly comply with Civil Air Regulations 60.442 by not flying closer than 500 feet vertically to a cloud structure not approaching closer than 2000 feet horizontally.

"c. At no time will more than one six-ship formation be assigned to one area for cloud flying during any one period.

"d. Until further written notice, formations entering clouds will be limited to three ships with an instructor leading or a student leading and instructor flying wing position. Only students who have qualified on instruments will be permitted to lead. Those students assigned to cloud flying, who are not in the three ship element actually in the clouds will stand by in formation at a rendezvous point for their instructor.

"e. Only students who are well qualified in three-ship formations will be assigned cloud flying missions. Before entering a cloud formation, the element leader will ascertain that his instruments are working properly and that his wing men are capable of holding a steady close formation by going through a few simple maneuvers. After entering the clouds, the leader will concentrate on flying smoothly on instruments. Cloud flying will be restricted to straight and level flying.

"f. No cloud flying will be conducted in or through solid overcasts and at no time will cloud flying be conducted below a minimum safe altitude of 2500 feet above the ground or water or when cloud bases are lower than 2000 feet above the ground. Thunder heads or any cloud formation where turbulent air would be encountered will not be entered.

"g. All pilots have been directed by Training Memorandum No. 86, GCAAFTC, dated June 30, 1942, to use extreme caution in and around advanced schools where cloud flying is being carried on. Further precautions will be taken by the Student Operations Officers notifying Post Operations Office the hours during which cloud flying will be conducted and Post Operations will notify Randolph Field, Kelly Field, Stinson Field, and CAA. Being off the civil airways, no instrument clearance will be required.

"h. During individual combat, cover in clouds will not be taken.

"i. If a wing man loses his leader he will make a 45° instrument turn away from the formation, i.e., #2 will turn 45° to the right, #3 will turn 45° to the left."

2. The original area requested for the Charlotte area extended into Amber Airway No. 4. However, in 3rd Indorsement dated October 8, 1942, from the AAFAFS, Brooks Field, Texas, to the IATCB, the Charlotte Area was relocated to extend ten miles southward, down the S.A.U. & G. Railroad from Charlotte.

3. Kennedy, Texas, was approved for Advanced Single Engine Training in Meeting No. 74 of the IATCB.

RECOMMENDATIONS:

1. That the Charlotte Area, described as follows, be approved for cloud flying for the Advanced Flying School, BROOKS FIELD, TEXAS:

Extending from the town of Charlotte southward along the S.A.U. & G. Railroad approximately 16 miles to an underpass of the Fowlertown-Charlotte Highway, an area of 5 miles radius about the town of Charlotte and said underpass, and 5 miles on either side of the S.A.U.& G. Railroad



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within the lines tangential to the above described radii.

2. That the Karnes City Area, described as follows, be approved for cloud flying for the Advanced Flying School, BROOKS FIELD, TEXAS:

> Extending from a point 3 miles east northeast from the City of Kennedy, to a point 3 miles northeast of the Town of Falls City, including an area of 5 miles radius about each of the two described points and within straight lines tangential to and five miles on either side of the straight line connecting such points, excluding the portion of the area which would extend into Red Airway No. 32.

3. That any activities from the Karnes City Danger Area be coordinated with the Kennedy Advanced Flying School at Kennedy, Texas.

4. That the areas described in Recommendations Nos. 1 and 2, above, be designated danger areas and published in CAA Weekly Notices to Airmen and Coast and Geodetic Survey Aeronautical Charts.

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D. LAMPASAS, TEXAS - FIELD TRAINING CAMP

Discussion:
The Secretary of the Board presented a request from the Chief of Engineers for approval of an Armored Division Field Training Camp at Lampasas, Texas, and designation of a danger area in connection therewith.

Findings:
1. The Field Training Camp Site is described as follows:

> "Beginning at the town of Copperas Cove, on the G.C. & S.F. Railroad; thence westerly along said railroad to the town of Lampasas; thence west to Longitude 98° 12' at a point due south of the Lampasas Airport; thence due north to Latitude 31° 15'; thence northeast in a straight line to the town of Gatesville; thence southwesterly in a straight line to the town of Pidcoke; thence southerly in a straight line to the town of Copperas Cove and the point of origin."

2. The Eastern boundary of the proposed area is the same as the western boundary of the area approved in Meeting No. 156 for Camp Hood. The same type of ground activity will be conducted.

3. Firing will be conducted up to 155 mm Howitzers.

RECOMMENDATIONS:

1. That an Armored Division Field Training Camp Site at LAMPASAS, TEXAS, described as follows, be approved:

> Beginning at the town of Copperas Cove, on the G.C.& S.F. Railroad; thence westerly along said railroad to the town of Lampasas; thence west to Longitude 98° 12' at a point due south of the Lampasas Airport; thence due north to Latitude 31° 15'; thence northeast in a straight line to the town of Gatesville; thence southwesterly in a straight line to the town of Pidcoke; thence southerly in a straight line to the town of Copperas Cove and the point of origin.

2. That designation of a danger area be withheld pending receipt of notice of issuance of construction permit.

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E. BLACKSTONE, VIRGINIA - CAMP PICKETT - TRIANGULAR DIVISION CAMP

Discussion:

The Secretary of the Board presented a request from the Chief of Engineers for the approval of a Motorized Triangular Division Camp Site at Camp Pickett, BLACKSTONE, VIRGINIA.

Findings:

1. The site requested is described as follows:

> Beginning at the town of Blackstone; thence along the main highway southerly and thence easterly to Longitude 77° 51'; thence due north along said Longitude to the Highway between Petersburg and Blackstone; thence west-southwesterly along said highway to the town of Blackstone and the point of origin.

2. The above-described area is at the junction of Green Airway No. 6 and Amber Airway No. 7 and completely covers the let-down area to the Blackstone Radio Range.

3. The Municipal Airport, BLACKSTONE, VIRGINIA (Camp Pickett) was approved as a Ground Air Support Base in Meeting No. 82 of the IATCB.

4. Artillery firing will be up to 155 mm. howitzers.

5. The above-described site was acquired and construction completed without clearance through the IATCB, as required in War Dept. General Order No. 30, dated June 14, 1942.

6. Due to the completion and operation of this artillery range, there is no alternative other than to recommend that Amber Airway No. 7 be rerouted around the site.

RECOMMENDATIONS:

1. That Camp Pickett, BLACKSTONE, VIRGINIA, described below, be approved for use as a Motorized Triangular Division Camp Site:

> Beginning at the town of Blackstone; thence along the main highway southerly and thence easterly to Longitude 77° 51'; thence due north along said Longitude to the Highway between Petersburg and Blackstone; thence west-southwesterly along said highway to the town of Blackstone and the point of origin.

2. That the area described above be designated a danger area and published in CAA Weekly Notices to Airmen and Coast & Geodetic Survey Aeronautical Charts.

3. That the BLACKSTONE RADIO RANGE be moved to a point approximately 3 miles northeast of Crewe Field on Green Airway No. 6.

4. That the on-course signals of the relocated radio range be oriented as follows:

> Northeast, approximately on Chester, Virginia; southwest approximately on Fort Mitchell, Virginia; southeast across the Blackstone Army Air Field; northwest, a reciprocal thereof.

5. That the fan marker at Sutherland be relocated to a point in the vicinity of Chester, Virginia.

6. That Green Airway No. 6, between Greensboro and Richmond, be relocated from Greensboro to the newly located Crewe Radio Range to the intersection of the Northeast leg of the Crewe Radio Range and the Southwest leg of the Richmond Radio Range in the vicinity of Chester to the Richmond Radio Range.



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7. That the CAA, Second Region, study the above recommendations regarding the relocation of the airways and report if they appear practicable.

* * * * * * * * * * * *

2. AIDS TO AIR NAVIGATION - MIAMI, FLORIDA - 36TH STREET AIRPORT LIGHTING

Discussion:
The Secretary of the Board presented a request from the CAA Member for consideration of a conflict in lighting at 36th St. Airport, MIAMI, FLORIDA, and the Intercontinent Airport which adjoins it.

Findings:
The following letter from Mr. George W. Vest, Regional Manager, CAA, dated July 23, 1942, was introduced into the record:

"The City of Miami held a meeting at 10:00 A.M., on July 15, 1942, attended by representatives of the Civil Aeronautics Administration, Pan American Airways, Pan American Air Ferries, the U. S. Army, and National Airlines, Inc. regarding the necessary lighting of the Miami Intercontinent Airport for proposed scheduled operations by National Airlines. This field, which is not lighted, is adjacent to the east end of Pan American Airways' 36th Street Airport which is lighted and currently approved for day and night scheduled operations:

"The Navy is assuming operation of the Miami Municipal Airport and the new Miami Master Airport on August 15, 1942; therefore, National Airlines must acquire a new terminal point at Miami. Pan American Airways and National Airlines cannot reach an agreement for National Airlines' regular use of Pan American Airways' 36th Street Airport. Therefore, National Airlines has negotiated with the City of Miami for landing privileges on the Intercontinent Airport. National Airlines proposes to use this field for their Miami terminal except that they propose to land on the 36th Street Airport and pay the landing fee when wind conditions will not permit landing on the Intercontinent Airport. Pan American Airways is protesting this proposed operation adjacent to their 36th Street Airport.

"The E-W runway (100 ft. wide) on the Intercontinent Airport was constructed directly east of the east end and in line with the center line of the E-W runway (150 feet wide) on the 36th Street Airport. Pan American Airways stated that they connected the two runways, thus providing a runway 7250 ft. in length.

"The City of Miami was advised that in the interest of safety, unity of control, and for all practical operations, the Air Carrier Branch considered Pan American Airways' 36th Street Airport and the Miami Intercontinent Airport as one airport. All parties were in agreement that there should be unity of control; that is, one control tower controlling all traffic; and this will be accomplished shortly when the Civil Aeronautics Administration assumes operation of the Pan American tower at 36th Street Airport which has been designated by the War Department for Federal operation. Pan American Air Ferries and the U. S. Army need the entire available length of this E-W runway for the departures of heavily loaded aircraft to points in the West Indies and South America. They desire that the Intercontinent Airport portion of the E-W runway be widened to the 150 ft., the same as the 36th Street portion. As many of these departures are at night, lights should be installed on the Intercontinent portion in conformity with the present lights on 36th Street. National Airlines has submitted these plans to this office for approval. In addition, the United States Army has plans to construct a system of taxi-ways and a parking area south of the railroad which is the southern boundary of the Intercontinent Airport. The Army also plans to widen the Intercontinent portion of the E-W runway to 150-ft. if the City of Miami is unable to do so.

"FINDINGS:

(1) The Civil Aeronautics Administration has been authorized to operate the control tower at the 36th Street Airport.



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(2) Plans are under way for the relocation of the Miami Radio Range facility to a point directly east of the subject airports with the west on-course signal directed along the E-W runway better to serve all operations since the Miami Municipal Airport will be used exclusively for Naval operations.

(3) Pan American Air Ferries and the U. S. Army will utilize the entire available length of the E-W runway.

(4) Pan American Airways and National Airlines, Inc. are both engaged in defense activities.

(5) The City of Miami or the U. S. Army plans to widen the Intercontinent portion of the E-W runway to 150 ft. in the near future.

(6) The Acting Senior Air Carrier Inspector at Miami advised the City that lights on the Intercontinent Airport should conform with the lights on the 36th Street Airport. National Airlines has submitted plans to this office for lights on the Intercontinent Airport which will conform with those on 36th Street Airport.

(7) Pan American Airways objects to extin- ishing their lights on the east end of their E-W runway. When lights are installed on the Intercontinent Airport, a Notice to Airmen will be issued regarding the present Pan American lights on the east end of their E-W runway.

"RECOMMENDATIONS:

"It is recommended that in the interests of safety under all weather conditions Pan American Airways extinguish their lights at the east end of their present E-W runway when the Intercontinent portion of this airport has been lighted and the Intercontinent portion of the E-W runway has been widened to 150 ft. and the Miami radio range is relocated to serve this landing area."

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RECOMMENDATIONS:

That the recommendation regarding airport lighting between the 36th Street Airport and the Intercontinent Airport, adopted at the meeting held on July 15, 1942, at Miami, Florida, and attended by representatives of the Civil Aeronautics Administration, Pan American Airways, Pan American Air Ferries the U. S. Army and National Airlines, Inc., as quoted below, be approved:

> "It is recommended that in the interests of safety under all weather conditions Pan American Airways extinguish their lights at the east end of their present E-W runway when the Intercontinent portion of this airport has been lighted and the Intercontinent portion of the E-W runway has been widened to 150 ft. and the Miami radio range is relocated to serve this landing area."

* * * * * * * * * * *

3. RADIO ANTENNA TOWERS

A. JACKSONVILLE, FLORIDA

Discussion:
The Secretary of the Board reopened consideration of a request presented by Mr. Mackenzie of the CAA, from the Department of Public Safety, State of Florida, for authority to construct an antenna tower for a police radio station at a location near JACKSONVILLE, FLORIDA.

Findings:
1. The antenna tower will be located at the foot of Main Street on the Main Street bridge, JACKSONVILLE, FLORIDA, at Latitude 30° 19' 29", Longitude 81° 39' 12".



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2. In Meeting No. 103 of the IATCB consideration of this request was deferred pending receipt of information as to the present height of the tower on the bridge; the height of existing neighboring obstructions such as buildings, water tanks, etc.; and whether the top of the proposed antenna can be lighted.

3. Advice received by Mr. Mackenzie discloses the following additional facts:

a. The tower on the Main Street bridge is 300 feet high.

b. The antenna will extend approximately 11 feet above the height of the tower on the bridge. The bridge, at present, is not obstruction lighted.

c. There is a building 2000 feet from the proposed antenna which is 200 feet high and there are four buildings, 450 feet high, 250 feet or more from the proposed antenna.

d. It was his belief that the Naval Air Station was desirous of having this structure obstruction-lighted.

e. The only extension requested is an 11-foot whip antenna. The towers are already there.

RECOMMENDATIONS:

That construction of an 11-foot whip antenna for a police radio station at Latitude 30° 19' 29", Longitude 81° 39' 12", on the top of the 200-foot existing tower at the Main Street Bridge, be approved, provided the supporting structure is lighted in accordance with CAA specifications.

* * * * * * * * * * * * *

B. NORFOLK, NEBRASKA

Discussion:
Mr. Mackenzie of the CAA presented an application from the Federal Communications Commission for authority to construct a 273-foot vertical radiator for Station WJAG, NORFOLK, NEBRASKA.

Findings:
1. The location of the radiator is just west of NORFOLK, NEBRASKA, at Latitude 42° 02' 03", Longitude 97° 26' 14.6", at the transmitter site of Station WJAG.

2. The proposed structure is not within a 40-to-1 gliding angle from the Norfolk Airport.

RECOMMENDATIONS:

That a 273-foot vertical radiator, located at Latitude 42° 02' 03", Longitude 97° 26' 14.6", NORFOLK, NEBRASKA, and at the transmitter site of Station WJAG just west of Norfolk, Nebraska, be approved, provided it is painted and lighted in accordance with CAA specifications.

* * * * * * * * * * * *

4. AIRPORTS - MISCELLANEOUS SITES FOR THE SOUTHEAST ARMY AIR FORCES TRAINING CENTER

Discussion:
The Secretary of the Board presented a request from the Southeast Training Center, Maxwell Field, Montgomery, Alabama, for approval of the use of various auxiliary fields and schools.



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RECOMMENDATIONS:

1. That the sites described below be approved for use as indicated by the Southeast Army Air Forces Training Center:

| SITE | LOCATION Longitude | Latitude | FINDINGS |
|---|---|---|---|
| **BASIC SCHOOLS** | | | |
| Gunn Auxiliary to MACON,GA. | 83° 41' | 32° 37' | |
| Perry Aux. to MACON, GA. | 83° 39' | 32° 27' | |
| Harris " " " " | 83° 50' | 32° 34' | |
| SUMTER, SOUTH CAROLINA | 80° 26' | 33° 57' | Main Base |
| Burnt Gin Aux. | 80° 30' | 33° 52' | |
| Rembert Aux. | 80° 32' | 34° 07' | |
| Monaghan Aux. | 80° 23' | 33° 51' | |
| Sumter Municipal (Aux.) | 80° 22' 30" | 33° 56' | |
| COURTLAND, ALABAMA | 87° 20' | 34° 39' | 1. Main Base<br>2. Within Blue Airway #3 |
| MONTGOMERY, ALABAMA (GUNTER FIELD) | | | |
| McLemore Aux. | 86° 05' | 32° 23' | Within Green Airway #6. |
| Mt. Meigs Aux. | 86° 02' | 32° 21' | Within Blue Airway #3 and Green Airway #6. |
| Shorter Aux. | 85° 57' 30" | 32° 26' | Within Green Airway #6. |
| Taylor Aux. | 86° 08' | 32° 18' | Within Green Airway #6. |
| Deatsville Aux. | 86° 26' | 32° 35' 30" | Within Blue Airway #3. |
| **ADVANCED (SE) SCHOOLS** | | | |
| SELMA, ALABAMA (CRAIG FIELD) | 86° 58' | 32° 20' | Main Base |
| Furniss Aux. | 87° 07' | 32° 18' | |
| Henderson Aux. | 87° 22' | 32° 07' | |
| Molette Aux. | 87° 11' | 32° 12' | |
| TUSKEGEE, ALABAMA (Advanced Flying School Field.) | 85° 42' | 32° 30' | Main Base |
| MOULTRIE, GEORGIA | | | |
| Berlin Aux. | 83° 35' | 31° 03' 30" | |
| Clark Aux. | 83° 48' | 31° 05' | |
| Norman Aux. | 83° 47' | 31° 18' | |
| **ADVANCED (TE) SCHOOLS** | | | |
| MONTGOMERY, ALABAMA (Maxwell Field) | 86° 22' | 32° 24' | Main Base. Within Green Airway #6 |
| Autaugaville Aux. | 86° 41' | 32° 25' | |
| Passmore Aux. | 86° 31' | 32° 21' | |
| ALBANY, GEORGIA (TURNER FIELD) | | | |
| Aux. #1 - Leesburg | 84° 02' | 31° 47' 30" | |
| Aux. #2 | 84° 20' | 31° 54' | West of Smithville |
| Aux. #3 | 84° 13' 30" | 31° 43' | West of Leesburg |
| Aux. #6 | 84° 11' | 31° 55' 30" | NE of Smithville |
| LAWRENCEVILLE, ILLINOIS | | | |
| Emison Aux. | 87° 30' | 38° 51' | |
| COLUMBUS, MISSISSIPPI | | | |
| Waterworks Aux. | 88° 21' | 33° 33' | |
| River Field Aux. | 88° 20' | 33° 45' | |
| Caledonia Aux. | 88° 21' | 33° 42' | |
| Vaughn Aux. | 88° 28' | 33° 25' 30" | |



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|---|---|---|---|
| JACKSON, MISSISSIPPI (HAWKINS FIELD) | 90° 15' | 32° 20' | Main Base. At intersection of Red Airway #10 and Amber Airway #5. |

2. That operations from all the above sites located within federal airways be conducted in accordance with Civil Air Regulations (Part 60) "Air Traffic Rules".

* * * * * * * * * * * *

5. REDESIGNATION OF UNNUMBERED AIRWAY - ATLANTA, GEORGIA TO TALLAHASSEE, FLORIDA

Discussion:

As a result of a congestion in the use of the air space by ground force activities in the general area between Atlanta and Albany, Georgia, the Secretary of the Board directed Board attention to recommendations of Meeting No. 84 in which the unnumbered civil airway between Tallahassee and Atlanta was redirected from Americus, Georgia, so that the center line intersects Green Airway No. 6 at the Madras fan marker approximately 25 miles southwest of the Atlanta Radio Range Station.

Findings:

1. This designation was based upon an endeavor to avoid the danger area established at Meeting No. 84, south of Griffin, Georgia.

2. Major Hawkins, Headquarters Army Ground Forces, advises that the site approved in Meeting No. 159, at Woodbury, Georgia, will not now be used for artillery firing and that the designation of a danger area thereover will not be necessary.

3. The proposed camp site at Butler, Georgia, straddles the rerouting of the airway as contemplated in Meeting No. 84.

RECOMMENDATIONS:

1. That the approval of the artillery firing range at Woodbury, Georgia, in Meeting No. 159, be rescinded.

2. That Recommendation No. 1, Subject 1, Meeting No. 84, May 20, 1942, be amended to read as follows:

> "That the unnumbered airway between Tallahassee and Atlanta be rerouted from the Tallahassee Radio Range to the Albany Radio Range to the Madras Fan Marker at Atlanta."

* * * * * * * * * * * *

6. MEMORANDA FOR THE RECORD

A. CAMP KOHLER, CALIFORNIA - SMALL ARMS RANGE

The following letter from the Chief of Engineers, dated October 16, to the IATCB, was introduced into the Record:

"1. At Meeting No. 173 of the Interdepartmental Air Traffic Control Board, October 14, 1942, a project defined as Small Arms Ranges (exclusive of any anti-aircraft firing whatsoever) at Camp Kohler, California, was sanctioned by the Board.

"2. This is to advise that this office authorized construction of the Small Arms Ranges at this station October 16, 1942."

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B. BEND, OREGON, ENGINEERING REPLACEMENT CENTER



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The following letter from the Chief of Engineers, dated October 16, 1942, to the IATCB, was introduced into the record:

"1. At Meeting No. 158 of the Interdepartmental Air Traffic Control Board, September 18, 1942, a site for an Engineering Replacement Center near BEND, OREGON, was sanctioned by the Board.

"2. This is to advise that this office authorized construction at this site on October 15, 1942."

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C. WACO #2 ADVANCED TWIN ENGINE SCHOOL, TEXAS

Record & Routing Sheet dated October 7, 1942, from the Director of Base Services requests that a change in location of Auxiliary Fields #3 and #4 for Waco #2 Advanced Twin Engine School, Texas, be noted. These sites were approved in Meeting No. 149.

Original locations:
Auxiliary Field #3: Lat. 31° 35' 30", Long. 97° 25' 10"
Auxiliary Field #4: Lat. 31° 50' 05", Long. 97° 15' 30"

New Locations:
Auxiliary Field #3: Lat. 31° 38' 40" - Long. 97° 26'
Auxiliary Field #4: Lat. 31° 50' 15" - Long. 97° 17' 30"

* * * * * * * * * * *

J. B. Hartranft, Jr.
J. B. HARTRANFT, JR.,
Major, A. C.,
Secretary, IATCB 10/22/42

Earl F. Ward
EARL F. WARD, CAA REPRESENTATIVE

for J. B. Loeber
J. B. LOEBER, COLONEL, A. C.,
WAR DEPARTMENT REPRESENTATIVE

J. B. Voit
J. B. VOIT, COMMANDER, USN
NAVY DEPARTMENT REPRESENTATIVE

Gus Leazar
GUS LEAZAR, CAB REPRESENTATIVE

The above recommendations are within the policies established by the War Aviation Committee and are approved.

For the War Aviation Committee:

James B. Newman, Jr.
JAMES B. NEWMAN, JR.,
Colonel, A. C.,
Executive. 10/23/42.



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INTERDEPARTMENTAL
AIR TRAFFIC CONTROL BOARD
WASHINGTON, D. C.

Meeting No. 176 — October 21, 1942

Place: IATCB Room, Army Air Forces Annex #1, WASHINGTON, D. C.

Time: 1:00 P.M. to 5:00 P.M.

Members Present:

Earl F. Ward, CAA, Chairman
J. B. Voit, Commander, USN
J. S. Marriott, Lt. Colonel, AC

Secretary: J. B. Hartranft, Jr., Major, AC

Witnesses Present:

Gilbert B. Smith, Secretary, New York Subcommittee
J. Kirk Baldwin, CPT-CAA
W. T. Miller, CAA
Gage Mace, American Airlines, Inc., New York
E. W. Piltz, CAA
J. R. Yarrow, CAA
John R. Nash, Captain, AC (Buildings & Grounds Division)

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   D. PADILLA BAY, WASHINGTON - Aerial Gunnery Range for 2d Air Force . . 4
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1. DANGER AREAS
A. COTULLA, TEXAS - ANTIAIRCRAFT FIRING CENTER

Discussion:

The Secretary of the Board presented a request from the Chief of Engineers for approval of an Antiaircraft Firing Training Center, COTULLA, TEXAS, and designation of a danger area therefor.

Findings:

1. The area requested is described as follows:

Beginning at the town of Catarina; thence northeasterly through the town of Valley Wells to the SAU&G Railroad; thence easterly along said railroad to the town of Gardendale at the intersection with the I&GN Railroad; thence southerly along said railroad to the town of Cotulla; thence southeasterly along a primitive road generally paralleling the Nueces River at Latitude 28° 17'; thence due east along said latitude to Longitude 98° 53'; thence due south on said Longitude to Latitude 28° 03'; thence due west along said Latitude to U. S. Highway 83; thence northwesterly along said highway to the town of Catarina and the point of origin.

2. Records are not available to indicate the exact elevation at which antiaircraft firing will be conducted. However, on the basis of previous antiaircraft ranges, the figure of 30,000 feet is given as the probable maximum ordinate of fire in this area.

3. There are two round trips daily between San Antonio and Mexico City, via Laredo and Monterey.

4. The Corps of Engineers has agreed to moving the eastern boundary of the requested area approximately 8 miles west to coincide with the 99th meridian.

5. The airline operation between San Antonio and Monterey can be satisfactorily rerouted around the area requested for an antiaircraft firing range if no firing is conducted east of the 99th meridian.

RECOMMENDATIONS:

1. That an antiaircraft Firing Training Center, COTULLA, TEXAS, described below, be approved:

Beginning at the town of Cotulla; thence north along the I&GN Railroad to Gardendale; thence west from said town along the SAU&G Railroad to Longitude 99° 27'; thence southwest to the town of Catarina; thence southeast to Longitude 99° 31', Latitude 28° 04';thence due west to Longitude 99° ; thence due north of Latitude 28° 17'; thence due west to Longitude 99° 04' 30"; thence northwesterly along a county road to the Cotulla-Fowlerton Highway; thence west on said highway to Cotulla and point of origin.

2. That the above-described area be designated a danger area and published in AAA Weekly Notices to Airmen and Coast and Geodetic Survey Aeronautical Charts upon receipt of notification of the issuance of construction directive for the proposed camp.

B. TOPEKA, KANSAS - BOMBING AND AIR-TO-GROUND GUNNERY RANGES

Discussion:
The Secretary of the Board presented a request from the Director of Base Services for the approval of bombing and aerial gunnery practice ranges for the Topeka Air Base, TOPEKA, KANSAS, and designation of a danger area therefor.



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Findings:

1. The Bombing Range is described as an area 2½ miles square centered on 39° 21' 30", 96° 09' 30".

2. The Aerial Gunnery Range is described as an area 2 by 6 miles, north and west of Latitude 39° 16', Longitude 96° 33' 30".

3. In Meeting No. 144 of the IATCB, the following recommendation was made in connection with a Danger Area for bombing training practice of the 2d Air Force at OSAGE CITY, KANSAS:

> "That a rectangular area one mile East and West, and one and one-half miles North and South of Latitude 38° 37', Longitude 95° 56', 30" be approved as a Bombing Range for use by the Second Air Force."

RECOMMENDATIONS:

1. That a Bombing Range for use by the Topeka Air Base, TOPEKA, KANSAS, be approved, being a three-mile circle described around a point centered on Latitude 39° 21' 30", Longitude 96° 09' 30".

2. That an Aerial Gunnery Range, being a rectangle 2 by 6 miles, north and west of Latitude 39° 16', Longitude 96° 33' 30", be approved for use by the Topeka Air Base, TOPEKA, KANSAS.

3. That the areas described in Recommendations Nos. 1 and 2, above, be designated danger areas and published in CAA Weekly Notices to Airmen and Coast and Geodetic Survey Aeronautical Charts.

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C. BUTLER GEORGIA - Field Training Camp

Discussion:

The Secretary of the Board presented the request from the Chief of Engineers for approval of a Field Training Camp near BUTLER, GEORGIA, and designation of a danger area therefor.

Findings:

1. The area requested is described as follows:

> Beginning at State Highway 96 at Longitude 84° 19'; thence due north on said Longitude to Little Patsiliga Creek; thence along the meanders of said Creek easterly to the intersection with U. S. Highway 19; thence northerly along said highway to the town of Carsonville; thence due east from said town to Longitude 84° 09'; thence due south on said Longitude to State Highway 96; thence westerly along said state highway to Longitude 84° 19' and point of origin.

2. In Meeting No. 174 of the IATCB, areas were considered for Fort Benning, Georgia, and also this site, with relation to the re-establishment of the unnumbered airway between Tallahassee, Florida, and Atlanta, Georgia, and by way of Albany, Georgia, and the Madras fan marker, so as to avoid the danger areas in this vicinity.

3. The CAA Intermediate Field at BUTLER, GEORGIA, which lies within this area was approved for cross-country use by the Southeast Army Air Forces Training Center in Meeting No. 152.

4. Firing will be conducted with 155-mm Howitzers up to 18,000 feet.



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RECOMMENDATIONS:

1. That a Field Training Camp near BUTLER, GEORGIA, as described below, be approved, subject to coordination with activities of the Flying Training Command at the Butler Airport:

> Beginning at State Highway 96 at Longitude 84° 19'; thence due north on said Longitude to Little Patsiliga Creek; thence along the meanders of said Creek easterly to the intersection with U. S. Highway 19; thence northerly along said highway to the town of Carsonville; thence due east from said town to Longitude 84° 09'; thence due south on said Longitude to State Highway 96; thence westerly along said state highway to Longitude 84° 19' and point of origin.

2. That the above-described area be designated a danger area and published in Coast and Geodetic Survey Aeronautical Charts upon receipt of notification of the issuance of a construction directive for the proposed camp.

* * * * * * * * *

D. PADILLA BAY, WASHINGTON - AERIAL GUNNERY RANGE FOR SECOND AIR FORCE

Discussion:

The Secretary of the Board presented a reiteration of the previous request from the Headquarters Fourth Air Force, San Francisco, for approval of a gunnery range and designation of a danger area in the vicinity of PADILLA BAY, WASHINGTON, for use by Army Air Forces activities at Paine Field, Everett, Washington.

Findings:

1. In Meeting #140 of the IATCB, the following recommendation was made:

"That the proposed site in PADILLA BAY, WASHINGTON, for use by the Second Air Force, Paine Field, Everett, Washington, as an aerial gunnery range be disapproved and the recommendations made by the IATCB, quoted below, from Meeting No. 109, be reaffirmed:

> '1. That the proposed site, described below, be approved for use as an Air Ground Gunnery Range until such time as a suitable range can be provided off the airways:
>
> Beginning at Latitude 47° 15' 30", Longitude 119° 29' 30", thence East to Latitude 47° 15' 30", Longitude 119° 27'; thence Northeast to Latitude 47° 19', Longitude 119° 25' 30"; thence West to Latitude 47° 17', Longitude 119° 32'; thence Southeast to starting point.
>
> '2. That all gunnery practice on the above-approved range be limited to approach from not to exceed 1000 feet above the ground within a radius of 3 miles.
>
> '3. That arrangements be made to cease fire on the above-approved range upon the approach of other aircraft within the Danger Area.
>
> '4. That immediate steps be taken to provide a suitable Air Ground Gunnery Range in this vicinity off airways.
>
> '5. That the approved area be designated a Danger Area and published in Notices to Airmen and plotted on Aeronautical Charts.'"

2. The proposed area is almost exactly within the center of the intersection of the oncourse signals of the south leg of the Bellingham Radio Range and east southeast leg of the Sydney Radio Range.

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3. A letter dated September 15, 1942, from the Commanding General, Fourth Air Force, was introduced and is quoted in part:

"* * * * 2. It is requested that reconsideration be given to the disapproval of the use of the Aerial Gunnery Range at Padilla Bay, Washington, by units of the Fourth Air Force.

"3. It is desired to point out that the proposed site in Padilla Bay, Washington, is for use by units of the Fourth Air Force and has no connection with any units of the Second Air Force. This range is to be used in connection with operational training prescribed by Training Directives of the Commanding General, Army Air Forces, and is necessary in the War Effort.

"4. The recommendation of the Interdepartmental Air Traffic Control Board for the temporary use by units of the Fourth Air Force of the range at Ephrata, Washington, (a Second Air Force station) is completely unsatisfactory to this command. Ephrata is used extensively at maximum capacity by units of the Second Air Force. This is not a practical solution to the problem of establishing an air-ground gunnery range in the Seattle Area.

"5. While the proposed range is on Amber Airway No. 1, it should be noted that there is only one scheduled airline flight per day on this airway. Furthermore, all civilian and military traffic is controlled by the IV Fighter Command in the Western Air Defense Zone * * * .

"6. In view of the fact that all traffic on this airway is controlled by the Fighter Command and that the range is to be used only under contact weather conditions at altitudes generally below 1000 feet, it is requested that reconsideration be given and that a danger area be established at Padilla Bay, Washington, as requested * * *.

"7. * * * It is again desired to point out that this range meets all safety requirements, that a diligent search has been made for a suitable range of this type located off the airways without satisfactory results, that all military and civil flying in the Western Air Defense Zone, including Amber Airway No. 1, is controlled by the IV Fighter Command; that firing will only be done under contact weather conditions at altitudes generally below 1000 feet; and that the establishment of this range is necessary to the completion of the Training Directive prescribed by the Commanding General, Army Air Forces."

---

RECOMMENDATION:

That consideration of the request of the Headquarters Fourth Air Force for an aerial gunnery range at PADILLA BAY, WASHINGTON, within a 3 mile radius centered around Latitude 48° 31' 30", Longitude 122° 29', be referred to the Seattle Sub-Committee for coordination and recommendations.

* * * * * *

E. CAMP DAVIS, NORTH CAROLINA - Small Arms, Antiaircraft and Artillery Firing Ranges

Discussion:

The Secretary of the Board presented a request from the War Department Member for approval of a firing and searchlight drill area, and enlargement of Antiaircraft Firing Area for use by CAMP DAVIS, NORTH CAROLINA, and designation of danger areas therefor.

Findings:

1. The following recommendation was made in Meeting No. 151 of the IATCB:

"1. That, provided this activity is acceptable to the Marine Corps authorities at New River, N.C., an area described as included within a 90° arc eight miles in radius extending to the westward and 45° North and 45° South of Latitude 34° 32' 30" with the apex at Latitude 34° 32' 30" and Longitude 77° 36' be approved for artillery firing at CAMP DAVIS, NORTH CAROLINA."



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Meeting No. 176 October 21, 1942

2. In Meeting No. 65 the IATCB approved an area in the vicinity of New River, North Carolina, adjoining CAMP DAVIS, NORTH CAROLINA, for Marine Corps Training.

3. The Firing and Searchlight Drill Area for CAMP DAVIS, NORTH CAROLINA presently requested overlaps the Artillery Range approved in Meeting No. 151 and is described as follows:

"A circular area 16 miles in diameter centered on Latitude 34° 29' and Longitude 77° 37' 30"."

4. An enlargement is requested of the antiaircraft firing area between Sears Landing and Fort Fisher, the entire area being described as follows; and including 2 antiaircraft ranges over water not formally approved by the Board but shown on Coast and Geodetic Survey Aeronautical Charts.

Generally an area 14 miles wide, tangential to the arc of fire from Fort Fisher and Sears Landing.

5. Second Wrapper Indorsement dated September 22, 1942 from the Headquarters Service Command Unit #1455, SOS, Camp Davis, North Carolina, to the Military Director of Civil Aviation, Headquarters, Army Air Forces, advises as follows:

"1. The conflict in boundaries . . . presents no actual problem on the ground, and resolves itself only into a liaison problem with the New River Marine Base in all cases in which that station and this training center fire antiaircraft missions on the same day.

"2. A conference has been held with the responsible officers at the New River Marine Base and arrangements for liaison made."

RECOMMENDATIONS:

1. That an area, described as follows, adjacent to the New River, North Carolina, Marine Corps Training Center, be approved for use as a firing and searchlight drill area and artillery range, or similar activity, for CAMP DAVIS, NORTH CAROLINA:

"Beginning on the Atlantic Coast at Latitude 34° 21'; thence northwesterly to Latitude 34° 33' 20", Longitude 77° 21' 30"; thence northeasterly to Latitude 34° 40' at the western boundary of the Marine Corps Training Area."

2. That an area, described as follows, adjacent to the New River, North Carolina Marine Corps Training Center, be approved for antiaircraft firing for CAMP DAVIS, NORTH CAROLINA:

"An area 14 miles wide, paralleling the Coast Line, tangential to the arc of fire between Fort Fisher and Sears Landing."

3. That the above described danger areas be designated danger areas and published in Coast and Geodetic Survey Aeronautical Charts and CAA Weekly Notices to Airmen.

* * * * * *

F. HOUSTON, MISSISSIPPI - FIELD TRAINING CAMP - HEAVY ARTILLERY FIRING UP TO 155 mm HOWITZERS

Discussion:

The Secretary of the Board presented a request from the Chief of Engineers for approval of a Field Training Camp, HOUSTON, MISSISSIPPI, and designation of a danger area therefor.

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Meeting No. 176 October 21, 1942

Findings:

1. The area requested for use as a Field Training Camp at HOUSTON, MISSISSIPPI, is described as follows:

> Beginning at the Town of Houston; thence westerly along the road to Calhoun City for approximately 5½ miles to an intersecting county road at a lumber settlement known as Hall; thence south on said intersecting road to County Road #8; thence westerly along said road to the town of Vardaman; thence due south to Latitude 33° 43'; thence due east along said Latitude to the GM&N Railroad at a point one mile south of the town of Mantee; thence northerly along said railroad to the town of Houston and the point of origin.

2. STARKEVILLE, MISSISSIPPI, approved for light bombardment in Meeting No. 137, is approximately 25 miles to the southeast.

3. Heavy Artillery Firing will be conducted up to 155 mm howitzers.

RECOMMENDATIONS:

1. That a Field Training Camp, described below, at HOUSTON, MISSISSIPPI, be approved:

> Beginning at the Town of Houston; thence westerly along the road to Calhoun City for approximately 5½ miles to an intersecting county road at a lumber settlement known as Hall; thence south on said intersecting road to County Road #8; thence westerly along said road to the town of Vardaman; thence due south to Latitude 33° 43'; thence due east along said Latitude to the GM&N Railroad at a point one mile south of the town of Mantee; thence northerly along said railroad to the town of Houston and the point of origin.

2. That the above described area be designated a danger area and published in CAA Weekly Notices to Airmen and Coast and Geodetic Survey Aeronautical Charts, upon receipt of notification of the issuance of a construction directive for the proposed camp.

* * * * * *

2. STRUCTURES AND OBSTRUCTIONS
A. EPHRATA, WASHINGTON - Four Blinker Lights

Discussion:

The Secretary of the Board presented a request from Army Air Base Headquarters, Ephrata, Washington, for approval of four blinker lights west and northwest of the Ephrata Army Air Base.

Findings:

1. Four red blinker lights have been installed and are now operating, marking the hills west and northwest of the Ephrata Army Air Base. Two stationary lights mark radio masts installed on hill 2 miles west of the airdrome.

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Meeting No. 176 October 21, 1942

RECOMMENDATIONS:

That the four red blinker lights marking the hills west and northwest of the EPHRATA ARMY AIR BASE, EPHRATA, WASHINGTON, and two stationary lights marking radio masts installed on a hill 2 miles west of the airdrome, be approved.

* * * * * *

B. HARNEY PEAK, SOUTH DAKOTA - Danger Signal

Discussion:

The Secretary of the Board presented a request from the Headquarters, Rapid City Army Air Base, for approval of a danger signal on HARNEY PEAK, SOUTH DAKOTA.

Findings:

1. The danger signal is to be installed on HARNEY PEAK, located at Latitude 43° 52', Longitude 103° 40', the peak having an altitude of 7,242 feet. Harney Peak is approximately 28 air miles southwest of Rapid City.

2. The danger signal is located outside the limits of a civil airway.

3. Mr. W. E. Kline, Superintendent of Airways, Regional Manager, CAA, Kansas City, Missouri, has advised the Commanding Officer, Rapid City Army Air Base as follows:

> "You are advised that since this Peak is located outside of the limits of a Civil Airway, this office has no jurisdiction and can take no action. It is suggested, however, that you make a recommendation to your Washington office that a light be installed and I have no doubt that if a request is forwarded from your Washington Office to the Administrator of Civil Aeronautics that such request would be complied with."

RECOMMENDATIONS:

That a danger signal on HARNEY PEAK, SOUTH DAKOTA, located at Latitude 43° 52', Longitude 103° 40', approximately 28 air miles southwest of Rapid City, be approved.

* * * * * *

3. AIRPORTS

A. MILWAUKEE, WISCONSIN - CURTISS-MILWAUKEE FIELD - CIVILIAN PILOT TRAINING PROGRAM

Discussion:

The Secretary of the Board presented a verbal request from the CAA Member for approval of the use of the Curtiss-Milwaukee Field, MILWAUKEE, WISCONSIN, for Civilian Pilot Training activities.

Findings:

1. The Curtiss-Milwaukee Field, MILWAUKEE, WISCONSIN, is located 9 miles northwest of MILWAUKEE, WISCONSIN, at Latitude 43° 07', Longitude 88° 03'.

2. CPT operations on this field consists of 10 Army, 60 Navy, and 10 other trainees or a total of 80.

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RECOMMENDATIONS:

That the Curtiss-Milwaukee Field, MILWAUKEE, WISCONSIN, located at Latitude 43° 07', Longitude 88° 03' be approved for use by Civil Pilot Training activities subject to coordination with existing activities.

* * * * * * * * * * * *

B. MINNEAPOLIS, MINNESOTA - OUTLYING FIELD #25213 FOR NRAB

Discussion:

The Secretary of the Board presented a request from the Navy Department Member for approval of the use of outlying field #25213 at the Naval Reserve Aviation Base, MINNEAPOLIS, MINNESOTA.

Findings:

1. The site requested is located at Latitude 44° 50', Longitude 93° 27' and is within a Navy area.

2. Outlying Field #25213 lies within Red Airway No. 5 and Green Airway No. 2.

RECOMMENDATIONS:

1. That Outlying Field #25213, located at Latitude 44° 50', Longitude 93° 27', be approved for use by the Naval Reserve Aviation Base, MINNEAPOLIS, MINNESOTA.

2. That operations be conducted in accordance with Civil Air Regulations (Part 60) "Air Traffic Rules."

* * * * * * * * * * * *

C. PHILADELPHIA, PENNSYLVANIA - LANSDALE, WINGS AND SOMERTON FIELDS - OUTLYING FIELDS FOR NRAB

Discussion:

The Secretary of the Board presented a request from the Navy Department Member for approval of three outlying Fields for use by the Naval Reserve Aviation Base, Willow Grove, PHILADELPHIA, PENNSYLVANIA.

Findings:

1. Outlying practice flying field #29106 (LANSDALE) is located at Latitude 40° 14', Longitude 75° 15'.

2. Outlying Practice Field No. 24008 (WINGS) is located at Latitude 40° 08', Longitude 75° 16', and was formerly known as the Philadelphia Aviation Country Club Field. All flight operations have been moved out of WingsField, but repair services have been enlarged and planes are trucked in for this purpose.

3. Outlying Practice Field #12507 (SOMERTON AIRPORT) is located at Latitude 40° 08, Longitude 75° 01'.

RECOMMENDATIONS:

That the Navy request for three Outlying Practice Fields as described below be referred to the New York Subcommittee for recommendation:

| Field No. | Latitude | Longitude |
|---|---|---|
| 29106 (LANSDALE) | 40° 14' | 75° 15' |
| 24008 (WINGS) | 40° 08' | 75° 16' |
| 12507 (SOMERTON AIRPORT) | 40° 08' | 75° 01' |

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4. AIDS TO AIR NAVIGATION - SAN ANGELO, TEXAS - REORIENTATION OF RADIO RANGE

Discussion:

The Secretary of the Board presented a request from the American Airlines, Inc., New York (Mr. George Mace, Superintendent of Flight Operations) for designation of a flight channel through the bombing area south of BIG SPRINGS, TEXAS.

Findings:

1. In Meetings Nos. 140, 147, and 149, the IATCB approved Bombing Ranges for BIG SPRINGS, TEXAS, and designated Danger Areas therefor.

2. In designating the above danger areas it was necessary to remove the light line consisting of 4 lights between Big Springs and San Angelo, but the recommendation of the Board on this point was left open so that the Army Member might recommend the line that the lights would follow. Captain Buckles advises that Colonel Luther Smith of the Flying Training Command is in agreement that the best location of the lights would be between San Angelo and Sweetwater, rather than San Angelo to Abilene.

3. The south southeast leg of the San Angelo Radio Range projects over the San Angelo Danger Area approved in Meeting No. 149.

4. The instrument route (El Paso-Monterey-Mexico City) followed by American Airlines, Inc., as outlined in letter to Mr. Earl F. Ward, dated October 15, 1942, from Mr. Gage Mace, American Airlines, Inc., is via Big Springs-San Antonio and south.

5. The following telegram dated October 14, 1942, to Mr. Earl F. Ward, from the Regional Manager, CAA, Fort Worth, Texas, was introduced:

> "Weekly NOTAM September 17 Chart Texas 15 sets up Big Spring and San Angelo Bombing Range. No reference to setting up this area can be found in minutes IATCB meetings. Request action by Board to open channel five miles each side southeast leg Big Spring Range through Big Spring and San Angelo Bombing Areas for American Airlines Freight Route Coast to San Antonio and Flights on Mexico City run. Imperative that action this matter be taken as soon as possible as bombing operations started 12th and continue day and night all weather conditions, causing routing American's flights through Fort Worth to San Antonio."

RECOMMENDATIONS:

1. That relocation of the south southeast leg of the San Angelo Radio Range be deferred to the War Department Member to ascertain if the eastern end of the Danger Area approved in Meeting No. 149 (SAN ANGELO DANGER AREA) can be reduced to a line from Christoval to a point at Latitude 33° 50', Longitude 100° 11'.

2. That the northwest leg of the San Angelo Radio Range be reoriented approximately on SWEETWATER, TEXAS.

3. That the four light beacons between Big Spring and San Angelo, Texas, be relocated between SWEETWATER AND SAN ANGELO.

* * * * * * * * * * * * * * *

5. MEMORANDA FOR THE RECORD

A. SAYLOR CREEK, IDAHO - CHANGE IN DESCRIPTION OF DANGER AREA

Subject 2-E, Meeting No. 155, Recommendations, should be corrected to read s follows:

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5. A. (Cont'd.)

"1. That the following described site located in the vicinity of SAYLOR CREEK, IDAHO, be approved for use as a Gunnery Range for aerial gunnery:

Beginning at Latitude 42° 51', Longitude 115° 40'; thence due East on said Latitude to the South edge of Red Airway No. 1; thence southeasterly along said airway to Longitude 115° 03"; thence South on said Longitude to Latitude 42° 33'; thence due west on said Latitude to Longitude 115 40'; thence due North to Latitude 42° 51' and point of origin.

* * * * * * * * * * *

B. MILWAUKEE, WISCONSIN - CUDAHY FIELD

In Meeting No. 116 of the IATCB, the Municipal Airport, MILWAUKEE, WISCONSIN, was approved for use by an Air Force Group of a Tactical Nature subject to coordination with existing activities including the CPT Program.

The Municipal Airport is also known by the following designations:

CUDAHY FIELD
MILWAUKEE COUNTY AIRPORT
GENERAL MITCHELL FIELD

The correct designation of this field is CUDAHY FIELD, MILWAUKEE, WISCONSIN, and all records should be amended accordingly.

* * * * * * * * * * *

C. FLIGHT TRAINING AREA - STATE OF KANSAS

In Meeting No. 119 of the IATCB, the following recommendation was made with regard to development of Navy Instrument Instructors' School:

"That the areas described below be approved for planning purposes for the development of Navy Instrument Instructors' School, in the State of Kansas:

"Bounded on the South by Latitude 39° North, on the West by Longitude 99° West, on the North by Latitude 40° 30' North, on the East by Longitude 97° West."

This request has now been withdrawn and records should be amended accordingly.

* * * * * * * * * * *

J. B. Hartranft Jr
J. B. HARTRANFT, JR.,
Major, A. C.,
Secretary, IATCB 10/23/42.

Earl Ward
EARL F. WARD, CAA REPRESENTATIVE

J. S. Marriott
J. S. MARRIOTT, LT. COLONEL, A.C.
WAR DEPARTMENT REPRESENTATIVE

J. B. Voit
J. B. VOIT, COMMANDER, USN
NAVY DEPARTMENT REPRESENTATIVE

Gus Lenzar
GUS LENZAR, CAB REPRESENTATIVE

The above recommendations are within the policies established by the War Aviation Committee and are approved.

For the War Aviation Committee:

James B. Newman Jr.
JAMES B. NEWMAN, JR.,
Colonel, A. C.
Executive. 10/24/42

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INTERDEPARTMENTAL
AIR TRAFFIC CONTROL BOARD
WASHINGTON, D. C.

Meeting No. 177 October 22, 1942

Place: IATCB Room, Army Air Forces Annex No. 1, Washington, D. C.

Time: 1:00 PM to 5:00 PM

Members Present:

Earl F. Ward, CAA, Presiding
J. B. Voit, Commander, USN
J. S. Marriott, Lt. Col., AC
Gus Leazar, CAB

Secretary: J. B. Hartranft, Jr., Major, AC

Witnesses Appearing:

J. R. Nash, Capt., AC, Buildings & Grounds Division
J. R. Yarrow, CAA-Airport Division
J. Kirk Baldwin, CAA-CPT
E. W. Piltz, CAA-Flight Information Section

SUBJECTS: Page No.

1. AIRPORTS:

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B. RENTON, WASHINGTON - APPROVAL OF PROPOSED RUNWAY CONSTRUCTION... 2
C. AURORA, OREGON - FLIGHT STRIP FOR USE BY 4TH AIR FORCE..... 2
D. LAKE GEORGE, FLORIDA - INSTRUMENT LANDING TRAINING SITE..... 3

2. DANGER AREAS:

A. SAN FRANCISCO BAY, CALIFORNIA - ANTI-SUBMARINE BOMBING PRACTICE AREA, OPERATION OF BOMBING TARGET BOAT AND DIVE BOMBING TARGET 4
B. COLLIER COUNTY, FLORIDA - TRAINING AREA..... 4
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C. CHANGE IN WAR DEPARTMENT MEMBER OF THE IATCB..... 7

* * * * *

1. AIRPORTS:

A. RHOME, TEXAS - AUXILIARY FIELD FOR MARINE CORPS AIR STATION, EAGLE

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Discussion:

The Secretary of the Board presented a request from the Bureau of Aeronautics, received through the Navy member, for approval of a site in the vicinity of RHOME, TEXAS as an Auxiliary Field for Glider Operations from the Marine Corps Air Station at EAGLE MOUNTAIN LAKE, TEXAS.

Findings:

The proposed site is located at Latitude 33° 03', Longitude 97° 31', and is within an area previously set aside for Marine Corps Glider activities out of EAGLE MOUNTAIN LAKE.

RECOMMENDATIONS:

That the proposed site in the vicinity of RHOME, TEXAS located at Latitude 33° 03', Longitude 97° 31' be approved as an Auxiliary Field for Glider Operations out of the Marine Corps Air Station at EAGLE MOUNTAIN LAKE, TEXAS.

* * * * *

B. RENTON, WASHINGTON - APPROVAL OF PROPOSED RUNWAY CONSTRUCTION

Discussion:

The Secretary of the Board presented a request from the Navy Member for approval of a proposed runway construction in the city of RENTON, WASHINGTON for tests and flyaway of Army aircraft from the Boeing Plant at RENTON.

Findings:

1. The proposed runway will be located at Latitude 47° 30', Longitude 122° 13'; almost at the intersection of Amber Airway No. 1 and Green Airway No. 2; approximately 1 mile from the on course signal of the Southeast leg of the SEATTLE, WASHINGTON Radio Range serving Green Airway No. 2; approximately 4 miles from Boeing Field, SEATTLE, WASHINGTON; and will lie within a range approach channel, if and when established on the Southeast leg of the Seattle Radio Range.

2. The proposed runway will be 5400 feet by 500 feet extending generally North and South.

RECOMMENDATIONS:

1. That the proposed runway to be located at Latitude 47° 30', Longitude 122° 13', RENTON, WASHINGTON be approved for tests and flyaway of Army aircraft from the Boeing Plant subject to coordination with traffic to and from Boeing Field, SEATTLE, WASHINGTON and the observance of Civil Air Regulations, Part 60 "Air Traffic Rules", particularly those applicable to Range Approach Channels, when and if such a channel is established on the Southeast leg of the Seattle Radio Range.

2. That the proposed site not be considered an airport nor made a CAA designated landing area but reserved for use for tests and flyaway from the Boeing Plant.

3. That the Seattle Sub-Committee of the L.T.C.B. study and make recommendations for the establishment of range approach channels on the Seattle Radio Range.

* * * * *

C. AURORA, OREGON - FLIGHT STRIP FOR USE BY 4TH AIR FORCE

Discussion:

The Secretary of the Board presented the recommendations of the Acting Regional Manager, 7th CAA Region relative to the request of the 4th Air Force for approval



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of a Flight Strip to be constructed at AURORA, OREGON, which request had been referred to the Seattle Sub-Committee.

Findings:

1. Following is a letter of October 15, 1942, received from the Acting Regional Manager, 7th CAA Region relative to this subject:

"On October 13, 1942, we were advised by wire from Headquarters Second Air Force that the Commanding General, Army Air Forces, had referred a request of the Fourth Air Force for use of the Aurora, Oregon flight strip to the Seattle Sub-committee of the Interdepartmental Air Traffic Control Board.

"Although the subcommittee is not, as yet, functioning, this office has contacted the agencies concerned and the following information is supplied:

"1. The Public Roads Administration plans to construct a flight strip in the vicinity of Aurora, Oregon. The Fourth Air Force Headquarters has made a request to use this flight strip for very limited operations.

"2. The proposed location of the flight strip in the vicinity of Aurora, Oregon does not constitute a hazard to air navigation. This office registers no objections to the request.

"3. Second Air Force Headquarters concurs with the request of the Fourth Air Force.

"4. Navy members of the proposed subcommittee advise that the Navy has no objections to use of the flight strip as planned.

"5. It is recommended that the request of the Fourth Air Force be approved. This information has been transmitted by wire to Headquarters Second Air Force from whom we received the original request."

2. The proposed Flight Strip is located one mile North of AURORA, OREGON at Latitude 45° 15' 30", Longitude 122° 45' 30".

RECOMMENDATIONS:

That the proposed Flight Strip one mile North of AURORA, OREGON at Latitude 45° 15' 30", Longitude 122° 45' 30" be approved for use by the Fourth Air Force.

* * * * *

D. LAKE GEORGE, FLORIDA - INSTRUMENT LANDING TRAINING SITE

Discussion:

The Secretary of the Board presented a request from the Bureau of Aeronautics, received through the Navy Member, for approval of an Instrument Landing Training Site on LAKE GEORGE, FLORIDA.

Findings:

The proposed site is located at Latitude 29° 15', Longitude 81° 31' and is within that portion of the State of Florida allocated for Navy use by Army and Navy agreement of September 19, 1942.

RECOMMENDATIONS:

1. That the proposed site located on LAKE GEORGE, FLORIDA at Latitude 29° 15', Longitude 81° 31' be approved as a Navy Instrument Landing Training Site.

2. That the Chief, Air Operational Training advise whether or not it will be necessary to establish a Danger Area over the proposed Instrument Landing Training Site.

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2. DANGER AREAS:

A. SAN FRANCISCO BAY, CALIFORNIA - ANTI-SUBMARINE BOMBING PRACTICE AREA, OPERATION OF BOMBING TARGET BOAT AND DIVE BOMBING TARGET

Discussion:

The Secretary of the Board presented a request from the Bureau of Aeronautics, received through the Navy Member, for approval of an Anti-Submarine Bombing Practice Area, the operation of a Bombing Target Boat, and the location of a Dive Bombing Target in SAN FRANCISCO BAY, CALIFORNIA.

Findings:

1. The proposed area for Anti-Submarine Bombing Practice and the operation of the Bombing Target Boat is described as follows:

Beginning at Latitude 37° 40' 30", Longitude 122° 20'; thence South to Latitude 37° 39', Longitude 122° 20'; thence Southeast to Latitude 37° 36' 30", Longitude 122° 17'; thence East Northeast to Latitude 37° 38', Longitude 122° 13'; thence North Northwest to Latitude 37° 40' 30", Longitude 122° 14'; thence to point of origin.

2. The proposed Dive Bombing Target will be located at Latitude 37° 34' 30", Longitude 122° 10' 25", between the Eastern ends of the San Mateo and Dumbarton bridges.

RECOMMENDATIONS:

That the request of the Bureau of Aeronautics for the establishment of Danger Areas in SAN FRANCISCO BAY, CALIFORNIA for Anti-Submarine Bombing Practice and a Dive Bombing Target be referred to the Los Angeles Sub-Committee of the IATCB for recommendations.

* * * * *

B. COLLIER COUNTY, FLORIDA - TRAINING AREA

Discussion:

The Secretary of the Board presented a request from the Corps of Engineers for approval of a Training Area in COLLIER COUNTY, FLORIDA.

Findings:

1. This request was previously referred to Colonel Lober, former War Department Member, for coordination and he advises that Colonel Cary of the Third Air Force and Colonel Bancroft, Director of Individual Training, have no objection to the proposed Training Area provided:

a. it does not restrict the use of the new airport at NAPLES, FLORIDA;
b. no obstructions are placed within a 40 to 1 glide angle to the runway approaches of the NAPLES Airport; and
c. no firing be conducted within that portion of the area lying within the airway.

2. Activities at the proposed site will be such that it is unnecessary to establish a Danger Area.

3. The proposed site lies within that portion of the State of Florida allocated for Army use by Army and Navy Agreement of September 19, 1942.



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RECOMMENDATIONS:

1. That the proposed Training Area in COLLIER COUNTY, FLORIDA be approved provided:

a. it does not restrict the use of the new airport at NAPLES, FLORIDA;
b. no obstructions are placed within a 40 to 1 glide angle to the runway approaches of the NAPLES Airport; and
c. no firing be conducted within that portion of the area lying within the airway.

2. That no Danger Area be established over the proposed site.

* * * * *

C. BOSTWICK, FLORIDA - BOMBING TARGET SITE

Discussion:

The Secretary of the Board presented a request from the Bureau of Aeronautics, received through the Navy Member for approval of a Bombing Target Site in the vicinity of BOSTWICK, FLORIDA.

Findings:

1. The proposed Bombing Target Site is located at Latitude 29° 47', Longitude 81° 41' and is within a previously established Danger Area.

2. The proposed site is within that portion of the State of Florida allocated for Navy use by Army and Navy Agreement of September 19, 1942.

RECOMMENDATIONS:

That the proposed Bombing Target site in the vicinity of BOSTWICK, FLORIDA located at Latitude 29° 47', Longitude 81° 41' be approved.

* * * * *

3. AKRON, OHIO - FLIGHT TEST AREA FOR GOODYEAR AIRCRAFT CORPORATION

Discussion:

The Secretary of the Board presented a request from the Goodyear Aircraft Corporation, received through the Navy Member for approval of a Flight Test Area in the vicinity of AKRON, OHIO.

Findings:

1. The proposed area is described as bounded by the North boundary of Green Airway #4 to the intersection of the Southeast boundary of Blue Airway #15, 2 miles North of Perryton, Ohio, to the intersection of the Southwest boundary of Red Airway #20, 2 miles East of Massillon, Ohio, to the intersection of Green Airway #4, 3 miles South of Jewett, Ohio.

2. In their request for the test area the Goodyear Aircraft Corporation stated "In the event that the Navy desires to flight fire machine guns, it would be desirable at this time to lay out another restricted area for this purpose. Any area over Lake Erie and in reasonable proximity to Akron, Ohio, would probably be satisfactory." The Navy member stated that Commander Ellis had advised that it is not contemplated at the present time to conduct flight firing of machine guns in the vicinity of Akron.

3. The proposed area lies over the Army Basic Flying School at WARSAW, OHIO, approved at Meeting No. 63 and over the New Philadelphia, Ohio Municipal Airport



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RECOMMENDATIONS:

That the following described area be approved as a Flight Test Area for the Goodyear Aircraft Corporation subject to coordination with Army activities at WARSAW, OHIO and CPT Operations at NEW PHILADELPHIA, OHIO:

Bounded by the North boundary of Green Airway #4 to the intersection of the Southeast boundary of Blue Airway #15, 2 miles North of Perryton, Ohio, to the intersection of the Southwest boundary of Red Airway #20, 2 miles East of Massillon, Ohio, to the intersection of Green Airway #4, 3 miles South of Jewett, Ohio.

* * * * *

4. OBSTRUCTION - BURGETTSTOWN, PENNSYLVANIA - CONSTRUCTION OF CHIMNEY

Discussion:

The CAA member presented a request from the Rust Engineering Company, Clark Building, Pittsburgh, Pennsylvania for approval of a site in the vicinity of BURGETTSTOWN, PENNSYLVANIA for the construction of a Chimney for the Climax Molybdenum Company plant at LANGELOTH, PENNSYLVANIA.

Findings:

1. The proposed site is located 3 miles South of BURGETTSTOWN, PENNSYLVANIA, and is approximately 4 miles from the center line of the on course signal of the Southwest leg of the Pittsburgh Radio Range, 22 miles from the radio range station.

2. The proposed chimney will be made of reinforced concrete and is already under construction.

3. The proposed chimney is not within a 40 to 1 glide angle to Macer Field at Pittsburgh, the nearest airport.

RECOMMENDATIONS:

1. That the construction of a reinforced concrete chimney by the Rust Engineering Company at a location approximately 3 miles South of BURGETTSTOWN, PENNSYLVANIA be approved.

2. That such structure be painted and lighted in accordance with requirements of the Civil Aeronautics Administration.

* * * * *

5. RADIO ANTENNA TOWER - SAN ANTONIO, TEXAS

Discussion:

The CAA Member presented a request from the Sunshine Boradcasting Company, SAN ANTONIO, TEXAS for approval of a site for the construction of a vertical radiator one and one-half miles from SAN ANTONIO, TEXAS.

Findings:

1. The proposed tower will be 417 feet in overall height above ground level, and will be constructed to replace two 200 foot towers destroyed by a hurricane at this location.

2. The proposed tower will be located at Latitude 29° 25' 29", Longitude 98° 25' 16".

RECOMMENDATIONS:

1. That the proposed site at Latitude 29° 25' 29", Longitude 98° 25' 16" for the construction of a 417 foot vertical radiator by Radio Station KTSA,



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Sunshine Broadcasting Company, SAN ANTONIO, TEXAS be approved.

2. That the proposed tower be painted and lighted in accordance with standard CAA Specifications.

* * * * *

6. MEMORANDA FOR THE RECORD:

A. NEW HACKENSACK, NEW YORK - ADDITION TO RECOMMENDATION IN MEETING NO. 156

Discussion:

The Secretary of the Board read into the record the following memorandum concerning the above subject:

"In Meeting No. 156, the Interdepartmental Air Traffic Control Board made certain recommendations with respect to the relocation of a radio range station to the West bank of the Hudson River. Omitted from the recommendation of the Board was the fact that this action would also require relocation of lights to the West Bank of the Hudson. There are three lights involved, Sites 8, 10, and 11. It is requested that an amendment be made to the Board's Recommendations to include the relocation of these light beacons."

RECOMMENDATIONS:

That Light Beacons Nos. 8, 10, and 11 on Blue Airway No. 18 be moved to the West Bank of the Hudson River with approximately the same spacing as at present.

* * * * *

B. HARBOR BEACH, MICHIGAN - CORRECTION IN RECOMMENDATION IN MEETING NO. 170

Discussion:

The Secretary of the Board read into the record the following memorandum concerning the above subject:

"In Meeting No. 170 of the IATCB, Subject 2A, 'Danger Areas: HARBOR BEACH, MICHIGAN', recommendation #1 should be changed to show the following correction in the description of the Danger Area:

"1. That the Danger Area previously approved in Meeting No. 57 (under Camp Skeel, Michigan) and now shown on Detroit Sectional Aeronautical Chart dated August 6, 1942 be extended to Latitude 43° 50'; thence at right angles from that line to the Eastern shore of Michigan on Lake Huron, 3 miles South of the Town of HARBOR BEACH, MICHIGAN."

RECOMMENDATIONS:

That the records of the IATCB be revised in accordance with the above memorandum.

* * * * *

C. CHANGE IN WAR DEPARTMENT MEMBER OF THE IATCB

Discussion:

The Secretary of the Board read into the record read into the record the following memorandum concerning the change in the War Department Member of the IATCB:

"Colonel Clarence B. Lober, Air Corps, is relieved from duty as War Department representative on the Interdepartmental Air Traffic Control Board, designated by letter, AG 580 (4-27-42)OF, April 29, 1942.

* * * * * 3-4302-3,AF



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"War Department Special Order No. 270 designated Lt. Colonel Joseph S. Harriott as the new War Department representative on the Interdepartmental Air Traffic Control Board."

* * * * *

J. B. HARTRANFT, JR.
MAJOR, A.C.
SECRETARY, IATCB
11/23/42

EARL F. WARD
CAA MEMBER

J. B. VOIT
COMMANDER, USN
NAVY DEPARTMENT MEMBER

J. S. HARRIOTT
LT. COLONEL, A.C.
WAR DEPARTMENT MEMBER

GUS LEAZAR
CAB MEMBER

The above recommendations are within the policies established by the War Aviation Committee and are approved.

For the WAR AVIATION COMMITTEE:

JAMES B. NEWMAN, JR.
COLONEL, AIR CORPS
EXECUTIVE
10/24/42



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INTERDEPARTMENTAL
AIR TRAFFIC CONTROL BOARD
WASHINGTON, D. C.

Meeting No. 178 — October 23, 1942

Place: IATCB Room, Army Air Forces Annex #1, Washington, D. C.

Time: 1:00 p.m. to 5:00 p.m.

Members Present:

Earl F. Ward, CAA, Chairman
J. B. Voit, Commander, USN
J. S. Marriott, Lt. Colonel, AC
Gus Leazar, CAB

Secretary: J. B. Hartranft, Jr., Major, AC

Witnesses Present:

E. W. Piltz, CAA
J. Kirk Baldwin, CPT-CAA
J. R. Nash, Captain, AC (B.& G.Division)
John R. Fitzgerald, Coast and Geodetic Survey
J. R. Yarrow, CAA
P. E. Gillespie, Commander, USN, NRAB, New Orleans, Louisiana
D. H. Achenbach, Major, AC, Map-Chart Division, AAF
L. A. Bloom, Map-Chart Division, AAF
W. F. Beamon, Map-Chart Division, AAF
E. S. Hensley, 1st Lieutenant, AC

* * * * * *

SUBJECTS: Page No.


1. DANGER AREA
   A. BUTLER, GEORGIA - ASSAULT TRAINING AREA . . . . . 1 & 2
   B. SAN ANGELO, TEXAS - REDUCTION IN DANGER AREA . . . . . 3

2. AIRPORTS
   A. FLAGLER BEACH, FLORIDA - CIVIL AIR PATROL . . . . . 3
   B. PEORIA, ILLINOIS - CIVIL AIR PATROL . . . . . 4
   C. GRAND PRAIRIE, TEXAS - MIDWAY AIRPORT - NAVAL AIR TRANSPORT SERVICE . . . . . 5
   D. NEW ORLEANS, LOUISIANA - MAIN BASE AND OUTLYING FIELDS FOR NRAB . 5

3. MEMORANDA FOR THE RECORD
   A. MERCED, CALIFORNIA - ATHLONE AUXILIARY FIELD . . . . . 6
   B. EUREKA, CALIFORNIA - NAVY USE OF CAA AIRPORT . . . . . 6


* * * * * * *

1. DANGER AREA
   A. BUTLER, GEORGIA - ASSAULT TRAINING AREA

Discussion:

The Secretary of the Board reopened consideration of a site near BUTLER, GEORGIA, which is to be used as an Assault Training Area but which was approved in Meeting No. 176 as a Field Training Camp.

Findings:

1. In Meeting No. 176 the following described location was approved as a Field Training Camp and a danger area established in connection therewith.



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"Beginning at State Highway 96 at Longitude 84° 19'; thence due north on said Longitude to Little Patsiliga Creek; thence along the meanders of said Creek easterly to the intersection with U. S. Highway 19; thence northerly along said highway to the town of Carsonville; thence due east from said town to Longitude 84° 09'; thence due south on said Longitude to State Highway 96; thence westerly along said state highway to Longitude 84° 19' and point of origin."

2. The request actually is for an Assault Training Area (instead of a Field Training Camp), described as follows; and the danger is from ricochet:

An area bounded by a semi-circle with a radius of 13 miles from BUTLER, GEORGIA; the southern boundary to be the railroad between Junction City and Fort Valley, Georgia. The area within the semi-circle will be the above described radius beginning at the Central Georgia Railroad east of Junction City, generally northward and eastward to the Central Georgia Railroad, approximately 5 miles east of Reynolds, Georgia.

3. A portion of the area described in No. 2 above lies within the re-established unnumbered airway between Tallahassee, Florida, and Atlanta, Georgia, by way of Albany, Georgia and the Madras fan marker.

4. The CAA Intermediate Field at BUTLER, GEORGIA, which lies within this area was approved for cross country use by the Southeast Army Air Forces Training Center in Meeting No. 152.

RECOMMENDATIONS:

1. That the approval of a Field Training Camp near BUTLER, GEORGIA, in Meeting No. 176 of the IATCB be rescinded.

2. That an Assault Training Area near BUTLER, GEORGIA, as described below, be approved, subject to coordination with activities of the Flying Training Command at the Butler Airport:

An area bounded by a semi-circle with a radius of 13 miles from BUTLER, GEORGIA; the southern boundary to be the railroad between Junction City and Fort Valley, Georgia. The area within the semi-circle will be the above described radius beginning at Central Georgia Railroad, east of Junction City, generally northward and eastward to the Central Georgia Railroad, approximately 5 miles east of Reynolds, Georgia.

3. That no firing be conducted in that portion of the area described in Recommendation No. 2 above which projects into the unnumbered airway between Tallahassee, Florida, and Atlanta, Georgia by way of Albany, Georgia and the Madras fan marker, southwest of Atlanta.

4. That a danger area be designated, as described below, in connection with the Assault Training Area near BUTLER, GEORGIA:

Southern Boundary - the highway running between Junction City and Fort Valley; Eastern Boundary - Southern RR Track running between Fort Valley and Roberta, Georgia; Northern Boundary - U. S. Highway 80 from Roberta and that point at which it intersects the eastern boundary of the newly established airway running between the Madras fan marker and the Albany Radio Range station; Western Boundary - the east edge of the unnumbered airway running between Albany and the Madras fan marker as recommended in Meeting No. 175.

5. That the area described in No. 4 above be published in CAA Weekly Notices to Airmen and Coast and Geodetic Survey Aeronautical Charts upon receipt of notification of the issuance of a construction directive for the proposed camp.



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INTERDEPARTMENTAL
AIR TRAFFIC CONTROL BOARD
Washington, D. C.

EMK

October 12, 1942

Meeting No. 171.

Time: 1:00 P.M. to 5:00 P.M.

Place: IATCB Room, Army Air Forces Annex #1, Washington, D. C.

Members Present:

Earl F. Ward, CAA, Chairman
Gus Leazar, CAB
C. B. Lober, Colonel, A.C.
J. B. Voit, Commander, USN

Secretary: J. B. Hartranft, Jr., Major, A.C.

Witnesses Appearing:

A. S. Koch, Capt., A.C.
A. M. Kruse, Office, Chief of Engineers
J. R. Wagg, CAB
E. W. Piltz, CAA
J. Kirk Baldwin, CPT-CAA
J. R. Yarrow, CAA

SUBJECTS:


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| B. | NEW ORLEANS, LOUISIANA - PRIVATE - TO BE USED FOR AIRCRAFT REPAIR AND BROKERAGE BUSINESS..... | 2 |
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| 2. | DANGER AREAS: | |
| A. | PULLMAN, WASHINGTON - AIR-TO-GROUND GUNNERY RANGE..... | 3 |
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1. AIRPORTS:

A. RALEIGH, NORTH CAROLINA - TWO MILE CHANNEL BETWEEN CHAPEL HILL AND RALEIGH, NORTH CAROLINA.

Discussion:

The Secretary of the Board presented a request from Mr. Miller, President, Serv-Air Inc., RALEIGH, NORTH CAROLINA, submitted through the CAA member, for approval of the establishment of a two mile channel to commute between the Horace Williams Airport at CHAPEL HILL, NORTH CAROLINA and the Raleigh Municipal Airport, RALEIGH, NORTH CAROLINA.



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Findings:

1. Serv-Air Inc. has a Civilian Pilot Training Program in operation at both the Horace Williams Airport at CHAPEL HILL and the Raleigh Municipal Airport.

2. Maintenance facilities are limited at the Horace Williams Airport, necessitating frequent flights between the bases for the purpose of accomplishing 100-hour checks and other necessary maintenance operations.

3. The proposed channel is not within the Eastern Defense Zone.

RECOMMENDATIONS:

1. That the establishment of a two mile channel between the Horace Williams Airport at CHAPEL HILL, NORTH CAROLINA and the Raleigh Municipal Airport, RALEIGH, NORTH CAROLINA be disapproved.

2. That operations from or between the above airports be conducted in accordance with Civil Air Regulations, Part 60 (Air Traffic Rules).

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B. NEW ORLEANS, LOUISIANA - PRIVATE - TO BE USED FOR AIRCRAFT REPAIR AND BROKERAGE BUSINESS.

Discussion:

The Secretary of the Board presented a request from the Regional Manager, 2nd CAA Region, ATLANTA, GEORGIA, submitted through the CAA member, for approval of a field to be used for aircraft repair and brokerage business on the New Orleans lakefront.

Findings:

1. The proposed site is located 8.4 miles from the New Orleans Airport and 5.8 miles from the Naval Aviation Base on the lakefront.

2. The Navy Department member reported that the Navy has no objection to the establishment of this field.

RECOMMENDATIONS:

That the establishment of a field 8.4 miles from the New Orleans Airport and 5.8 miles from the Naval Aviation Base on the lakefront to be used for aircraft repair and brokerage business on the New Orleans lakefront be approved.

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C. CLEVELAND, MISSISSIPPI - PRIMARY FLYING SCHOOL.

Discussion:

The Secretary of the Board presented a request from the Director of Base Services, submitted through the War Department member, for approval of a site near CLEVELAND, MISSISSIPPI to be used as a Primary Flying School.

Findings:

The proposed site is located 2 miles Northwest of CLEVELAND, MISSISSIPPI at Latitude 33° 46', Longitude 90° 45'.

RECOMMENDATIONS:

That a site located 2 miles Northwest of CLEVELAND, MISSISSIPPI at Latitude 33° 46', Longitude 90° 45' be approved for use as a Primary Flying School.



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Meeting No. 178 October 23, 1942

B. SAN ANGELO, TEXAS - REDUCTION IN DANGER AREA

Discussion::

The Secretary of the Board presented a recommendation for the reduction of the danger area near SAN ANGELO, TEXAS, in connection with the reorientation of the SAN ANGELO RADIO RANGE.

Findings:

1. The SAN ANGELO, TEXAS, Danger Area was approved in Meeting No. 149, described as follows:

> "Beginning at Sterling City south-southeastward to Christoval; thence due East to Longitude 100° 06'; thence due South to Ft. McKavett; thence due West to Longitude 101° 30'; thence Northward to the Town of Big Lake; thence North-Northeasterly to Sterling City and the point of origin."

2. The south southeast leg of the San Angelo Radio Range projects over the above described area.

3. In Meeting No. 176, subject: "Aids to Air Navigation - San Angelo, Texas - Reorientation of Radio Range", the following recommendation was made:

> "That relocation of the south southeast leg of the San Angelo Radio Range be deferred to the War Department Member to ascertain if the eastern end of the Danger Area approved in Meeting No. 149 (SAN ANGELO DANGER AREA) can be reduced to a line from Christoval to a point at Latitude 30° 50', Longitude 100° 11'."

4. The Headquarters of the Flying Training Command, Fort Worth, Texas, through Colonel Horten of that office advises that the proposed reduction in the Danger Area is acceptable to the Flying Training Command.

RECOMMENDATIONS:

1. That the area approved in Meeting No. 149 of the IATCB for bombing operations out of SAN ANGELO, TEXAS, be reduced to conform with the following description, so that it will not lie over the south southeast leg of the San Angelo Radio Range:

> Beginning at Sterling City; thence south southeast through Christoval to Longitude 100° 11', Latitude 33° 50', due West along said Latitude to Longitude 101° 30'; thence northward to the town of Big Lake; thence north northeasterly to Sterling City and point of origin.

2. That the above described reduction in danger area be incorporated in CAA Weekly Notices to Airmen and Coast and Geodetic Survey Aeronautical Charts.

* * * * * *

2. AIRPORTS

A. FLAGLER BEACH, FLORIDA - CIVIL AIR PATROL

Discussion:

The Secretary of the Board presented a request from the Director of Base Services for approval of the use of the airport at FLAGLER BEACH, FLORIDA, by the Civil Air Patrol.



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Findings:

1. The airport at FLAGLER BEACH, FLORIDA, is located at Latitude 29° 28', Longitude 81° 08', 8 miles east of Bunnell, 18 miles North of Daytona and 30 miles south of St. Augustine.

2. The Civil Air Patrol is conducting anti-submarine patrols in the Daytona area and it is essential that they have an operating base near Daytona.

3. The Navy Member has cleared through the Sea Frontier Commander and the Vice Chief of Naval Operations the use of this field in accordance with the provisions of the Florida agreement. The Navy Department has no objection to the use of Flagler Beach Airport by the CAP as required by the Sea Frontier Commander provided that when the services of the CAP at Flagler Beach Airport are no longer required by the Sea Frontier Commander, they withdraw therefrom in accordance with the provisions of the Florida agreement.

RECOMMENDATIONS:

That the airport at FLAGLER BEACH, FLORIDA, located at Latitude 29° 28', Longitude 81° 08', be approved for use by the Civil Air Patrol, provided, when the services of the Civil Air Patrol at Flagler Beach Airport are no longer required by the Sea Frontier Commander, they withdraw therefrom in accordance with the provisions of the Florida agreement.

* * * * * *

B. PEORIA, ILLINOIS - CIVIL AIR PATROL

Discussion:

The Secretary of the Board presented a request from Mr. Earl L. Johnson, National Commander, Civil Air Patrol, for approval of the use of the airport at Peoria, Illinois, by the Civil Air Patrol.

Findings:

1. The following letter dated October 8, 1942 from Mr. Earle L. Johnson, National Commander, Civil Air Patrol, to the IATCB was introduced:

"We are advised by the Illinois Wing of Civil Air Patrol that plans are being made for an Army unit to take over the Peoria Airport.

"The CAP Squadron and Group based at Peoria is one of the largest in the central part of the State and plans are being made to combine with the two other Groups making Peoria the headquarters for a large and active area. It would affect these units considerably if their activities at this field had to be curtailed.

"It is requested therefore, that the Board give all posible consideration for joint operation for CAP."

2. The War Department member advised that an investigation indicated there were no extensive Army flight operations planned for this airport in the immediate future. There is some indication that there may be a technical school based at this airport and a certain amount of instrument instruction. However, it is not believed that this activity will require the exclusive use of the airport and use of the field by the Civil Air Patrol may be authorized on a non-exclusive basis.



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RECOMMENDATIONS:

That the Airport at Peoria, Illinois, located at Latitude 40° 39', Longitude 89° 41', be approved for non-exclusive use by the Civil Air Patrol.

* * * * * *

C. GRAND PRAIRIE, TEXAS - MIDWAY AIRPORT - NAVAL AIR TRANSPORT SERVICE

Discussion:

The Secretary of the Board presented a request from the Navy Department Member for approval of the use of Midway Airport, GRAND PRIARIE, TEXAS, by the Naval Air Transport Service.

Findings:

The Army Air Forces Flying Training Command, Fort Worth, Texas (Colonel Horten) was contacted with regard to the use of the Midway Airport, GRAND PRAIRIE, TEXAS, as a fueling stop for the Naval Air Transport Service. They have no objection to such use, but pointed out that at the present time the Army maintains no fueling facilities at this airport and further, that one runway is under construction.

RECOMMENDATIONS:

That Midway Airport, GRAND PRAIRIE, TEXAS, be approved for use by the Naval Air Transport Service as a fueling stop.

* * * * * *

D. NEW ORLEANS, LOUISIANA - MAIN BASE AND OUTLYING FIELDS FOR NRAB

Discussion:

The Secretary of the Board presented the oral request of the Navy Department Member for approval of the Main Base and two outlying fields for the Naval Reserve Aviation Base at NEW ORLEANS, LOUISIANA.

Findings:

1. The Naval Reserve Aviation Base is located at Latitude 30° 02', Longitude 90° 04' 30".

2. Wedell William Field, NEW ORLEANS, LOUISIANA, is an outlying field located at Latitude 29° 57' 30", Longitude 90° 11'.

3. Monefee Field, NEW ORLEANS, LOUISIANA, is an outlying field located at Latitude 29° 56', Longitude 89° 58'.



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Meeting No. 178 October 23, 1942

4. LATCB records show incorrect coordinates for the following outlying fields of the NEW ORLEANS NRAB and thyshould be corrected as indicated;

| | Latitude | Longitude |
|---|---|---|
| Stanton Field | 29° 54' | 89° 55' 30" |
| Willswood Field | 29° 56' 30" | 90° 15' |

RECOMMENDATIONS:

1. That the following sites be approved for use by the NAVAL RESERVE AVIATION BASE, NEW ORLEANS, LOUISIANA:

| | Latitude | Longitude |
|---|---|---|
| NRAB - Main Base | 30° 02' | 90° 04' 30" |
| Wedell William Field (Outlying) | 29° 57' 30" | 90° 11' |
| Monefee Field (Outlying Field) | 29° 56' | 89° 58' |

2. That records be corrected to show the coordinates on the following outlying fields, approved for use by the NEW ORLEANS, LOUISIANA, Naval Reserve Aviation Base, as indicated:

| | Latitude | Longitude |
|---|---|---|
| Stanton Field | 29° 54' | 89° 55' 30" |
| Willswood Field | 29° 56' 30" | 90° 15' |

* * * * * *

3. MEMORANDA FOR THE RECORD

A. MERCED, CALIFORNIA - ATHLONE AUXILIARY FIELD

In Meeting No. 169-A of the LATCB, the Main Base for the Merced Flying School, MERCED, CALIFORNIA was approved and the request for auxiliary fields was referred to the Los Angeles Sub-committee:

General Cousins, Commanding General, West Coast Army Air Forces Training Center, has sent in the following wire dated October 14, in connection with the auxiliary fields:

". . . COORDINATED AND CLEARED BY BOARD MEMBERS"

* * * * * *

B. EUREKA, CALIFORNIA - NAVY USE OF CAA AIRPORT

In Meeting No. 168 of the LATCB the Humboldt Airport, EUREKA, CALIFORNIA was approved for use by the Navy.





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Meeting No. 178 October 23, 1942

The recommendation should be amended to include the following statement:

"provided Army bombardment squadrons are permitted to use the field as an advanced refueling field when the need arises."

* * * * * *

W. B. HEATHAFT, JR.
Major, A.C.,
Secretary, I.T.C.B. 10/26/42

EARL F. WARD, C.A.A. REPRESENTATIVE

J. S. MARRIOTT, LT. COLONEL, A. C.
WAR DEPARTMENT REPRESENTATIVE

J. B. VOIT, COMMANDER, USN
NAVY DEPARTMENT REPRESENTATIVE

GUS LEWIS, C.A.B. REPRESENTATIVE

The above recommendations are within the policies established by the War Aviation Committee and are approved.

For the War Aviation Committee:

JAMES H. NEWMAN, JR.,
Colonel, A. C.,
Executive 11/2/42



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INTERDEPARTMENTAL
AIR TRAFFIC CONTROL BOARD
WASHINGTON, D. C.

October 27, 1942

Meeting No. 179

Place: IATCB Room, Army Air Forces Annex No. 1, Washington, D. C.

Time: 1:00 p.m. to 5:00 p.m.

Members Present:

Earl F. Ward, CAA, Presiding
J. B. Voit, Commander, USN
J. S. Marriott, Lt. Col., A.C.
Gus Lezar, CAB

Secretary: J. B. Hartranft, Jr., Major, A.C.

Witnesses Appearing:

J. R. Nash, Capt., A.C., Buildings & Grounds Division
S. F. Hill, Ensign, USNR
William Boesch, CAA-Signals Division
H. W. Howard, CAA-Airways Engineering Division
R. L. Beavers, CAA-Signals Division
J. Kirk Baldwin, CAA-CPT
E. W. Piltz, CAA-Flight Information Section

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1. AIRPORT - GREENVILLE, SOUTH CAROLINA - COORDINATION OF ARMY ACTIVITIES WITH OTHER EXISTING ACTIVITIES





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Meeting No. 179 October 27, 1942

Discussion:

The Secretary of the Board presented a request from the Director of Civilian Pilot Training, CAA, for the amendment of the recommendation in Meeting #146 approving the Municipal Airport, GREENVILLE, SOUTH CAROLINA, as a Basic Glider Base by adding "subject to coordination with existing activities."

Findings:

1. Previous to presentation to the Board the Secretary coordinated it with the War Department member. In memorandum of October 24, 1942, the War Department Member advised as follows:

"Reference is made to your memorandum of October 21, 1942; and a letter from C.A.A., dated September 28, 1942, concerning the approval of Greenville, South Carolina for Army Glider Training, in Meeting No. 146.

"This office has no objection to the incorporation of the statement: 'Subject to coordination with existing activities', in the recommendations on this case."

RECOMMENDATIONS:

That the recommendations in Meeting No. 146 approving the Municipal Airport, GREENVILLE, SOUTH CAROLINA for Army Glider Training be amended by adding recommendation 3, reading as follows:

"3. That Army Glider operations conducted from this airport be coordinated with CPT and other existing activities."

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2. DANGER AREAS:

A. EL PASO, TEXAS - BOMBING RANGE

Discussion:

The Secretary of the Board presented a request from the Director of Base Services, received through the War Department Member, for approval of a practice Bombing Range for the EL PASO, TEXAS Army Air Base.

Findings:

1. The proposed range is described as an area two miles square centered on Latitude 31° 34', Longitude 105° 36'.

2. The proposed range does not lie within the confines of any existing civil airway.

RECOMMENDATIONS:

1. That the proposed Bombing Range described as an Area two miles square centered on Latitude 31° 34', Longitude 105° 36', be approved for the EL PASO, TEXAS Army Air Base.

2. That a Danger Area described as a circle having a radius of 3 miles centered on Latitude 31° 34', Longitude 105° 36' be established over the proposed Bombing Range.

3. That the Danger Area established in Recommendation No. 2 above be published in CAA Notices to Airmen and shown on Coast and Geodetic Survey Aeronautical Charts.

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Meeting No. 179 October 27, 1942

B. TUCSON, ARIZONA - 4 BOMBING TARGETS FOR DAVIS MONTHAN FIELD

Discussion:

The Secretary of the Board presented a request from the Director of Base Services, received through the War Department Member, for approval of 4 Bombing Target Sites for Davis Monthan Field, TUCSON, ARIZONA.

Findings:

1. The proposed Bombing Targets are described as follows:

Bombing Target #1 - An area one mile square centered on Latitude 31° 53', Longitude 111° 02'.
Bombing Target #2 - An area one mile square centered on Latitude 31° 39', Longitude 111° 06'.
Bombing Target #3 - An are one and one-quarter miles square centered on Latitude 31° 41' 30", Longitude 111° 21'.
Bombing Target #4 - An area one mile square centered on Latitude 31° 54' 30", Longitude 111° 21'.

2. None of the proposed Bombing Target Sites are within the confines of any existing civil airway.

RECOMMENDATIONS:

1. That the 4 Bombing Target Sites described below be approved for Davis Monthan Field, TUCSON, ARIZONA:

Bombing Target #1 - An area one mile square centered on Latitude 31° 53', Longitude 111° 02'.
Bombing Target #2 - An area one mile square centered on Latitude 31° 39', Longitude 111° 06'.
Bombing Target #3 - An area one and one-quarter miles square centered on Latitude 31° 41' 30", Longitude 111° 21'.
Bombing Target #4 - An area one mile square centered on Latitude 31° 54' 30", Longitude 111° 21'.

2. That circular Danger Areas having a radius of 3 miles centered on the coordinates given in Recommendation #1 above be established over the proposed Bombing Targets.

3. That the Danger Areas established in Recommendation 2 be published in CAA Notices to Airmen and shown on Coast and Geodetic Survey Aeronautical Charts.

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C. RAPID CITY, SOUTH DAKOTA - PATTERN GUNNERY RANGE

Discussion:

The Secretary of the Board presented a request from the Director of Base Services, received through the War Department Member, for approval of a Pattern Gunnery Range for the RAPID CITY, SOUTH DAKOTA Army Air Base.

Findings:

1. The proposed Pattern Gunnery Range is described as a Rectangular Area between Longitudes 102° 43', and 102° 46', and Latitudes 44° 28', and 44° 33'.

2. The proposed Gunnery Range does not lie within the confines of any existing civil airway.



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Meeting No. 179 October 27, 1942

RECOMMENDATIONS:

1. That the proposed Pattern Gunnery Range described as a rectangular area lying between Longitudes 102° 43' and 102° 46', and Latitudes 44° 28' and 44° 33', be approved for the RAPID CITY, SOUTH DAKOTA Army Air Base.

2. That the above described Pattern Gunnery Range be designated a Danger Area and be published in CAA Notices to Airmen and shown on Coast and Geodetic Survey Aeronautical Charts.

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D. OXFORD, MISSISSIPPI - BOMBING RANGE

Discussion:

The Secretary of the Board presented a request from the Director of Base Services, received through the War Department member, for approval of a practice Bombing Range in the vicinity of OXFORD, MISSISSIPPI.

Findings:

1. The proposed Bombing Range is described as a rectangular area between Longitudes 89° 19' and 89° 23' and Latitudes 34° 20' and 34° 23'.

2. The proposed site is 10 miles South of an Area reserved for the Navy, 10 miles Northeast of the Oxford Auxiliary Field approved for Cross-Country Operations in Meeting No. 152, and is not within the confines of any civil airway.

3. The proposed Bombing Range will be used by the 4th Ferrying Group for test bombing.

4. The Air Transport Command delayed this request until it was determined that the Bombing Range would be required. They now concur in the request.

RECOMMENDATIONS:

1. That the proposed Bombing Range in the vicinity of OXFORD, MISSISSIPPI described as a rectangular area between Longitudes 89° 19' and 89° 23' and Latitudes 34° 20' and 34° 23', be approved for test bombing by the Fourth Ferrying Group.

2. That the Bombing Range described in 1 above be designated a Danger Area and published in CAA Notices to Airmen and shown on Coast and Geodetic Survey Aeronautical Charts.

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E. PIERRE, SOUTH DAKOTA - BOMBING RANGE AND AIR-TO-GROUND GUNNERY RANGE

Discussion:

The Secretary of the Board presented a request from the Director of Base Services, received through the War Department Member, for approval of a Bombing Range and an Air-to-Ground Gunnery Range for the Army Air Force Base at PIERRE, SOUTH DAKOTA.

Findings:

1. The proposed Bombing Range is described as a square area bounded on the North by Latitude 44° 36' 10", on the West by Longitude 100° 42', on the South by Latitude 44° 34' 20" and on the East by Longitude 100° 39' 25".



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2. The proposed Air-to-Ground Gunnery Range is described as bounded on the North by Latitude 44° 31' 50", on the East by Longitude 100° 59', on the South by Latitude 44° 26' 35", and on the West by Longitude 101° 02' 15".

3. Neither the proposed Bombing Range nor the proposed Air-to-Ground Gunnery Range lie within the confines of any civil airway.

RECOMMENDATIONS:

1. That the Bombing Range described as follows be approved for the Army Air Force Base at PIERRE, SOUTH DAKOTA:

Bounded on the North by Latitude 44° 36' 10", on the West by Longitude 100° 42', on the South by Latitude 44° 34' 20" and on the East by Longitude 100° 39' 25".

2. That the Air-to-Ground Gunnery Range described as follows be approved for the Army Air Force Base at PIERRE, SOUTH DAKOTA:

Bounded on the North by Latitude 44° 31' 50", on the East by Longitude 100° 59', on the South by Latitude 44° 26' 35", and on the West by Longitude 101° 02' 15".

3. That the Bombing Range and Air-to-Ground Gunnery Range described in 1 and 2 above be designated Danger Areas, published in CAA Notices to Airmen and shown on Coast and Geodetic Survey Aeronautical Charts.

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F. EL PASO, TEXAS - AIR-TO-GROUND GUNNERY RANGE

Discussion:

The Secretary of the Board presented a request from the Director of Base Services, received through the War Department Member, for approval of an Air-to-Ground Gunnery Range for the EL PASO, TEXAS Army Air Base which gunnery range will be an extension to the Fort Bliss, Texas Danger Areas established in Meeting No. 95 for Anti-aircraft Firing.

Findings:

1. The proposed Air-to-Ground Gunnery Range is described as beginning at the Northwest corner of existing Danger Area; thence due North to the State Highway between the towns of Almagorda and Las Cruces; thence Northeasterly along said road to its intersection with the SP Railroad; thence Southerly along said railroad to the town of Turquoise; thence due South to the New Mexico-Texas State Line; thence due West on said State line to the town of Newman, at the point of intersection with the existing Danger Zone.

2. The proposed Air-to-Ground Gunnery Range does not lie within the confines of any civil airway.

RECOMMENDATIONS:

1. That the following described Air-to-Ground Gunnery Range be approved for the EL PASO, TEXAS Army Air Base:

Beginning at the Northwest corner of the existing Danger Area established in Meeting No. 95; thence due North to the State Highway between the towns of Almagorda and Las Cruces; thence Northeasterly along said road to its intersection with the SP Railroad; thence Southerly along said railroad to the town of Turquoise; thence due South to the New Mexico-Texas State Line; thence due West on said State Line to the town of Newman, at the point of intersection with the existing Danger Area mentioned above.



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2. That the Danger Area established in Meeting 95 for Antiaircraft Activities of FORT BLISS, TEXAS be extended and redefined to include the Air-to-Ground Gunnery Range approved in 1 above.

3. That the Danger Area established in Meeting 95 as extended and redefined in 2 above be published in CAA Notices to Airmen and shown on Coast and Geodetic Survey Aeronautical Charts.

4. That the Anti-Aircraft and Air-to-Ground Gunnery activities within the above described Danger Area be coordinated locally.

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G. YANKTON, SOUTH DAKOTA - BOMBING RANGE AND AIR-TO-GROUND GUNNERY RANGE

Discussion:

The Secretary of the Board presented a request from the Director of Base Services, received through the War Department Member, for approval of a Bombing Range and an Air-to-Ground Range for the SIOUX CITY, IOWA Army Air Base.

Findings:

1. The proposed Bombing Range is described as a rectangular area between Longitudes 97° 46' 30" and 97° 51', and between Latitudes 42° 49' and 42° 52' 30".

2. The proposed Air-to-Ground Gunnery Range is described as a square area between Longitudes 97° 31' and 97° 38' and Latitudes 42° 51' and 42° 52' 30".

3. Neither the proposed Bombing Range nor the Air-to-Ground Gunnery Range lie within the confines of any existing civil airway.

RECOMMENDATIONS:

1. That the following described Bombing Range in the vicinity of YANKTON, SOUTH DAKOTA be approved for the SIOUX CITY, IOWA Army Air Base:

A rectangular area between Longitudes 97° 46' 30" and 97° 51', and between Latitudes 42° 49' and 42° 52' 30".

2. That the following described Air-to-Ground Gunnery Range in the vicinity of YANKTON, SOUTH DAKOTA be approved for the SIOUX CITY, IOWA Army Air Base:

A square area between Longitudes 97° 31' and 97° 38', and Latitudes 42° 51' and 42° 52' 30".

3. That the above described Bombing Range and Air-to-Ground Gunnery Range be designated Danger Areas, published in CAA Notices to Airmen and shown on Coast and Geodetic Survey Aeronautical Charts.

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H. NAPLES, FLORIDA - BOMBING RANGE

Discussion:

The Secretary of the Board presented a request from the Director of Base Services, for approval of a Bombing Range in the vicinity of NAPLES, FLORIDA.

Findings:

1. The proposed Bombing Range is described as follows:



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Northeast Corner - Latitude 26° 55', Longitude 82° 35'
Northwest Corner - Latitude 26° 35', Longitude 83° 05'
Southeast Corner - Latitude 25° 35', Longitude 81° 30'
Southwest Corner - Latitude 25° 15', Longitude 81° 55'

2. This request was previously deferred to the War Department Member as the area requested was not in accordance with the Army and Navy Florida Agreement of September 19, 1942. The War Department Member recommends that the Naples Danger Area be established from the present Southern boundary line of the Danger Area, approved in Meeting No. 106, on the North to the neutral zone, established by the Army and Navy Florida Agreement, on the South, and from the Shore Line to the 25 mile limit.

3. As requested, part of the Bombing Range is within the Navy Bombing and Gunnery Ranges set aside by the Army and Navy Agreement and another part is within the neutral zone wherein no flying is to be conducted and which separates the Army and Navy activities in this area and which was also established by the Army and Navy Florida Agreement.

RECOMMENDATIONS:

1. That the request for a Bombing Range in the vicinity of NAPLES, FLORIDA, described as follows, be disapproved:

Northeast Corner - Latitude 26° 55', Longitude 82° 35'
Northwest Corner - Latitude 26° 35', Longitude 83° 05'
Southeast Corner - Latitude 25° 35', Longitude 81° 30'
Southwest Corner - Latitude 25° 15', Longitude 81° 55'

2. That that portion of the above described area lying North of the Neutral Zone established by Army and Navy Agreement of September 19, 1942 and South of the Danger Area established in Meeting No. 106 for a distance of 25 miles to seaward, be approved as a Bombing Range.

3. That a Danger Area be established over the Bombing Range approved in 2. above, published in CAA Notices to Airmen and shown on Coast and Geodetic Survey Aeronautical Charts.

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4. FORT MYERS, FLORIDA - AERIAL GUNNERY RANGE

Discussion:

The Secretary of the Board presented a request from the Director of Base Services, received through the War Department Member, for approval of an Aerial Gunnery Range in the vicinity of FORT MYERS, FLORIDA.

Findings:

1. The proposed Aerial Gunnery Range is described as follows:

Beginning at Latitude 26° 23', Longitude 81° 56'; thence to Latitude 25° 56', Longitude 81° 49'; thence to Latitude 25° 27', Longitude 81° 14'; thence to Latitude 25° 01', Longitude 81° 40'; thence to Latitude 25° 31', Longitude 82° 22'; thence to Latitude 26° 15', Longitude 82° 33'; thence to Latitude 26° 23', Longitude 81° 56'.

2. The proposed area encompasses a Neutral Zone between Army and Navy Activities and a large portion of an area set aside for Navy Gunnery and Bombing Activities by the Army and Navy Florida Agreement of September 19, 1942.





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Meeting No. 179 October 27, 1942

RECOMMENDATIONS:

That the following described Aerial Gunnery Range in the vicinity of FORT MYERS, FLORIDA be disapproved:

Beginning at Latitude 26° 23', Longitude 81° 56'; thence to Latitude 25° 56', Longitude 81° 49'; thence to Latitude 25° 27', Longitude 81° 14'; thence to Latitude 25° 01', Longitude 81° 40'; thence to Latitude 25° 31', Longitude 82° 22'; thence to Latitude 26° 15', Longitude 82° 33'; thence to Latitude 26° 23', Longitude 81° 56'.

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3. FLIGHT OPERATIONS WITHIN MINNEAPOLIS, MINNESOTA NRAB FLIGHT TRAINING AREA

Discussion:

The Secretary of the Board presented a request from the Navy Department Member for approval of a Local Agreement governing Flight Operations within the Minneapolis, Minnesota NRAB Flight Training Area.

Findings:

1. A letter dated September 28, 1942, from the U. S. Naval Reserve Aviation Base, Wold-Chamberlain Airport, MINNEAPOLIS, MINNESOTA, to the IATCB, was introduced, reading as follows:

"1. As a result of the recommendations contained in IATCB Meeting No. 108, and for the mutual safety of all agencies operating planes in subject area, a conference was arranged on September 18, 1942 with the following representatives present

"Major R. L. Gardner, AC, Resident Representative AAF
D. J. King, Chief Pilot, Northwest Airlines, Inc.
R. P. Harris, Operations Manager, Mid-Continent Airlines, Inc.
George Holey, CPT Service, Civil Aeronautics Authority
A. C. Goddard, Senior Aeronautical Inspector, Civil Aeronautics Authority
T. L. Walker, Airway Traffic Control, Civil Aeronautics Authority

"An agreement was reached in which the above agencies consented to limit their operations in subject area, to radio range channel approaches, except as otherwise noted on the individual sheets of enclosure (A).

"2. The six signed agreements are forwarded as one enclosure, for formal approval by the Board.

"3. If the above action is approved, it is further requested that the designation of the Minneapolis Airport (Wold-Chamberlain Field) be lifted, so that all other aircraft not covered by the enclosed agreements will be prohibited from operating in the area without prior approval of local Naval authorities. This step is considered essential to the war effort, as well as being a necessary safety measure, and should cause little or no hardship to civil aircraft inasmuch as almost all operators and facilities have already moved to other locations."

2. The Commanding Officer, Minneapolis, Minnesota, Naval Reserve Aviation Base, advises that the designation of the Minneapolis Municipal Airport (Wold-Chamberlain) was cancelled by the local CAA inspector.

3. The training area which was previously set aside in Meeting No. 108 for Navy Primary Training, is described as follows:

"A rectangle bounded by a line beginning at Excelsior, Minnesota extending due East to a point one mile South of Afton, Minnesota; thence due South



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to Latitude 44° 38', Longitude 92° 47'; thence due West to Helena, Minnesota; thence due North to point of origin, exclusive of a rectangle bounded by Latitude 44° 46', Longitude 93° 10', Latitude 44° 38', Longitude 93° 01' (Gopher Ordnance Works).

4. In Meeting No. 108, the Board recommended:

"That CPT operations in the area allotted for Navy Primary Training in the vicinity of St. Paul be permitted to continue until September 15, 1942 when other facilities will be available for their use."

5. The Hinck Flying Service and the Minnesota Skyways were the last two CPT operators to move from Wold-Chamberlain Field. They have moved to Carleton Field, Stanton, Minnesota and Albert Lea, Minnesota, respectively. There are no CPT operators on the Wold-Chamberlain Airport at the present time.

6. Information made available through Major Earl Johnson, National Commander, CAP, indicates that the CAP Squadrons formerly based at Wold-Chamberlain Airport and Cedar Field, are now based on Robbinsdale and University Airports.

RECOMMENDATIONS:

1. That the words "be extended" in Recommendation 1, Subject 1, "Flight Training Area - Minneapolis, Minnesota," Meeting No. 108, be deleted and the words "be redefined" substituted therefor.

2. That the local agreement governing flight operations within the Minneapolis, Minnesota, NRAB Flight Training Area be approved.

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4. MEMORANDA FOR THE RECORD:

A. BIG SPRING, TEXAS - CORRECTION TO MINUTES OF MEETING NO. 149

The Secretary of the Board read the following memorandum into the record:

"In Meeting No. 149, dated September 7, 1942, two Danger Areas were established over Target Sites, for use by the Advanced Flying School at BIG SPRING, TEXAS. On page 9 of the minutes of this meeting, Recommendation 1, as written, describes the Northern Range and Recommendation 2, as written, describes the Southern Range. The word "Southern" should be substituted for the word "Northern" in Recommendation 1, and the word "Northern" should be substituted for the word "Southern" in Recommendation 2, so that Recommendation 1 will describe the Southern Range and Recommendation 2 the Northern Range.

* * * * * *

B. LA JUNTA, COLORADO - CORRECTION TO MINUTES OF MEETING NO. 172

The Secretary of the Board read the following memorandum into the record:

"The description of the Aerial Gunnery Range in the vicinity of La Junta, Colorado, as approved for the Second Air Force in Meeting No. 172, Subject 1-B, Recommendation 1, should be corrected to read as follows: (underlining shows change)

"An area bounded by a line beginning at the AT&SF Railroad on Latitude 37° 48'; thence due East to Longitude 103° 31'; thence due South on said Longitude to Latitude 37° 39'; thence due West on said Latitude to Longitude 103° 54'; thence due North to the AT&SF Railroad; thence Northeast along said railroad to Latitude 37° 46', the point of origin."

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Meeting No. 179 October 27, 1942

C. SALT LAKE CITY, UTAH - UTAH ORDNANCE PLANT

The Secretary of the Board read the following memorandum into the record:

"1. At Meeting No. 121, the IATCB considered a report of the 6th CAA Regional Manager concerning firing activities at the Utah Ordnance Plant and recommended 'That the Commanding Officer, Utah Ordnance Plant make arrangements for and be responsible for cessation of fire upon the approach of aircraft in dangerous proximity to the firing range.'

"2. By memorandum of October 24, 1942, the War Department Member advised the Secretary as follows:

'1. This office has been advised that the practice of firing conducted by the Utah Ordnance Works has been coordinated locally with the activities of the Salt Lake Municipal Airport and that there is no necessity for the establishment of a Danger Area. A solution was effected whereby the Commanding Officer, Utah Ordnance Works agreed to make adequate provisions for the cessation of firing upon the gunnery range upon the approach of aircraft thereto.

'2. It is therefore recommended that this case be considered closed.'"

* * * * * * * * *

J. B. HARTRAFT, JR.
Major, A. C.
Secretary, IATCB
10/28/42

EARL F. WARD
CAA Representative

H. S. MARRIOTT, LT. COLONEL, A.C.
War Department Representative

J. B. VOIT, COMMANDER, USN
Navy Department Representative

GUS LEAZAR,
CAB Representative

The above recommendations are within the policies established by the War Aviation Committee and are approved.

For the War Aviation Committee:

JAMES B. NEWMAN, JR.,
Colonel, A. C.
Executive.
11/2/42



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AIR TRAFFIC CONTROL BOARD
Washington, D. C.

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October 27, 1942

Meeting No. 179 B.

Time: 1:00 P.M. to 5:00 P.M.

Place: IATCB Room, Army Air Forces Annex #1, Washington, D. C.

Members Present:

Earl F. Ward, CAA, Chairman
Gus Leazar, CAB
J. B. Voit, Commander, USN
J. S. Marriott, Lt. Colonel, AC

Secretary: J. B. Hartranft, Jr., Major, AC

Witnesses Present:

John R. Nash, Captain, AC
Sherwood F. Hill, Ensign, USN
J. Kirk Baldwin, CAA-CPT
E. W. Piltz, CAA

SUBJECT: BARRAGE BALLOON OPERATIONS.

Discussion:

The Secretary of the Board presented for consideration and recommendations, correspondence received through the CAA member concerning Barrage Balloon Operations.

Findings:

1. The Board has previously considered the matter of Barrage Balloon Operations at Meetings Nos. 50, 69, and 129-A.

2. Nothing in the correspondence presented indicates that there has been any change in the Barrage Balloon situation since the dates of the previous meetings of the Board at which this subject was considered.

RECOMMENDATIONS:

That the recommendations of Meetings Nos. 50, 69, and 129-A, quoted below, be reaffirmed:

Meeting No. 50:

"1. It is recommended that in areas where proper protection cannot be afforded air traffic by the Civil Aeronautics Administration traffic control centers or other aids to air navigation, an airport be selected which affords the maximum protection with a minimum inconvenience to air traffic.

"2. That such airport be considered a terminal for such area even though passengers may be subjected to completion of their journey by a considerable amount of travel by ground transportation.

"3. That such an airport be sufficiently equipped to be put in continuous operation for protracted periods of time as made necessary for national defense.

"4. That at such airports, where necessity requires, aircraft and crews be made available to complete a trip with cargo other than passengers, provided the crew is equipped with parachutes."

Meeting No. 69:

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"That no attempt be made to promulgate general regulations governing the operation of barrage balloons in defense areas as tactical and strategical situations will determine when, how, and at what altitudes these balloons will be flown."

Meeting No. 129-A:

"That the CAB adopt a special regulation to the effect that:

"a. **********.

"b. Fixed balloons may be operated by the Armed Forces without compliance with the regulations relating to lights and streamers only in locations previously designated and published as danger areas except in active defense or combat zones when the tactical situation as determined by competent authority warrants immediate action."

* * * * * * * *

J. B. HARTRANFT, JR.,
Major, A.C., 10/2/42
Secretary, IACOB.

EARL F. WARD,
CAA Representative.

GUS LEAZAR,
CAB Representative.

J. B. VOIT,
Commander, USN,
Navy Representative.

J. S. MARRIOTT,
Lt. Colonel, A.C.,
War Department Representative.

The above recommendations are within the posicies established by the War Aviation Committee and are approved.

For the War Aviation Committee:

JAMES B. NEWMAN, JR.,
Colonel, Air Corps,
Executive. 11-4-42.



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INTERDEPARTMENTAL
AIR TRAFFIC CONTROL BOARD
WASHINGTON, D. C.

Meeting No. 182 October 30, 1942

Place: IATCB Room, Army Air Forces Annex No. 1, Washington, D. C.

Time: 1:00 PM to 5:00 PM

Members Present:

Earl F. Ward, CAA, Presiding
J. B. Voit, Commander, USN
J. S. Marriott, Lt. Col., A.C.
Gus Leazar, CAB

Secretary: J. B. Hartranft, Jr., Major, A.C.

Witnesses Appearing:

J. Kirk Baldwin, CAA-CPT
J. R. Yarrow, CAA-Airport Division
E. W. Piltz, CAA- Flight Information Section

SUBJECTS: Page No.

1. AIRPORTS:

A. GRAND PRAIRIE, TEXAS - OUTLYING FIELD FOR NAVAL TRAINING..... 1
B. STARKVILLE, MISSISSIPPI - BASIC GLIDER SCHOOL AND GLIDER TRAINING AREA..... 2
C. FORT SUMNER, NEW MEXICO - AUXILIARY FIELD FOR ADVANCED GLIDER SCHOOL..... 3

2. DANGER AREAS:

A. MC COOK, NEBRASKA - BOMBING RANGE AND AIR TO GROUND GUNNERY RANGE.
B. SCOTTSBLUFF, NEBRASKA - BOMBING RANGE AND AIR TO GROUND GUNNERY RANGE..... 4

3. MEMORANDUM FOR THE RECORD - LARAMIE, WYOMING MOUNTAIN DIVISION CAMP - AMENDMENT TO RECOMMENDATION #2, SUBJECT 2-A, MEETING NO. 131..... 4

* * * * *

1. AIRPORTS:

A. GRAND PRAIRIE, TEXAS - OUTLYING FIELD FOR NAVAL TRAINING

Discussion:

The Secretary of the Board presented a request from the Director of Training, Bureau of Aeronautics, received through the Navy Member, for approval of Midway Airport, GRAND PRAIRIE, TEXAS, as an Outlying Field for the Naval Training School at FORT WORTH, TEXAS, operating from Meacham Field.

Findings:

1. The Midway Airport is desired by the Navy because the Naval Training School at Fort Worth is seriously handicapped by congestion and the condition of the runways at Meacham Field. Midway Airport would be used as an Outlying Field and the main base would remain at Meacham Field.

2. Previous Board Actionswith respect to the Midway Airport are as follows:



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At Meeting No. 146, it was recommended "That the CAA Site at ARLINGTON, TEXAS at Latitude 32° 49' 32", Longitude 97° 08' 45", be shown on the planning chart of the IATCB as being under consideration by the Army Air Forces and the Navy Department."

At Meeting No. 151, the Midway Airport was approved for the Flying Training Command "provided operations are conducted outside of the Navy training area in the vicinity of Hensley Field and the glider training area Northwest of Fort Worth." At this meeting, the location was given at Latitude 32° 49' 30", Longitude 97° 02'.

At Meeting No. 178, it was recommended "That the Midway Airport, Grand Prairie, Texas be approved for use by the Naval Air Transport Service as a fueling stop."

Note: The Midway Airport, Arlington, Texas and the Midway Airport, Grand Prairie, Texas are one and the same airport.

3. The War Department Member made the following statement regarding this request:

"I called the Flying Training Command at Fort Worth and discussed the use of this airport or Tarrant Field for the purposes requested which were two, namely, as a refueling stop for Navy Transport which was approved and for this purpose which is transition training of pilots on transport type aircraft being conducted by American Airlines for the Navy. There are 20 students and approximately 6 airplanes involved and the office of the Flying Training Command said they would permit the Navy to use Midway Field for that purpose, pointing out however, that the construction work was not yet completed and the Army maintained no servicing facilities at this location."

RECOMMENDATIONS:

1. That the Midway Airport located at Latitude 32° 49' 30", Longitude 97° 02', GRAND PRAIRIE, TEXAS be approved for use as an Outlying Field for the Naval Training School operating from Meacham Field, FORT WORTH, TEXAS.

2. That the Naval operations at this airport be coordinated with existing activities.

* * * * *

B. STARKVILLE, MISSISSIPPI - BASIC GLIDER SCHOOL & GLIDER TRAINING AREA

Discussion:

The Secretary of the Board presented a request from the Director of Base Services, received through the War Department Member, for the revocation of the Board recommendation in Meeting No. 137, approving the Municipal Airport, STARKVILLE, MISSISSIPPI for use by the Third Air Force as a Light Bombardment OTU and Combat Crew Replacement Training Center, and for the approval of the Municipal Airport, STARKVILLE, MISSISSIPPI as a Basic Glider School. The MATC Division added a request for an area in the vicinity of STARKVILLE be set aside as a Basic Glider Training Area.

Findings:

1. The Basic Glider Training Area requested by the Military Air Traffic Control Division is described as follows:

Beginning at the town of West Point on the C&G railroad; thence westerly along said railroad to its intersection with the GM&N railroad at the town of Mathiston; thence Southerly along the GM&N Railroad to the town of Ackerman; thence East in a straight line from Ackerman to the town of Crawford on the M&O railroad; thence Northerly along said railroad to the town of West Point and point of origin.



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RECOMMENDATIONS:

1. That the approval given in Meeting No. 137 for the Municipal Airport, STARKVILLE,. MISSISSIPPI for Third Air Force Light Bombardment OTU and Combat Crew Replacement Training Center be revoked.

2. That the Municipal Airport, STARKVILLE,. MISSISSIPPI be approved for a Basic Glider School.

3. That the following described area be set aside as a Basic Glider Training Area for the Starkville School:

Beginning at the town of West Point on the C & G Railroad; thence westerly along said railroad to its intersection with the GM&N railroad at the town of Mathiston; thence Southerly along the GM&N railroad to the town of Ackerman; thence East in a straight line from Ackerman to the town of Crawford on the M&O railroad; thence Northerly along said railroad to the town of West Point and the point of origin.

4. That the Basic Glider Operations from the STARKVILLE Municipal Airport and within the above described area be coordinated with existing activities on the airport and within the area.

* * * * *

C. FORT SUMNER, NEW MEXICO - AUXILIARY FIELD FOR ADVANCED GLIDER SCHOOL

Discussion:

The Secretary of the Board presented a request from the Director of Base Services for approval of an Auxiliary Field for the Advanced Glider School at FORT SUMNER, NEW MEXICO.

Findings:

The proposed site is located at Latitude 34° 34', Longitude 104° 48' and is 31½ miles Northwest of the Main Base.

RECOMMENDATIONS:

That the proposed site located at Latitude 34° 34', Longitude 104° 48' be approved as an Auxiliary Field for the FORT SUMNER, NEW MEXICO Advanced Glider School.

* * * * *

2. DANGER AREAS

A. McCOOK, NEBRASKA - BOMBING RANGE AND AIR TO GROUND GUNNERY RANGE

Discussion:

The Secretary of the Board presented a request from the Director of Base Services, received through the War Department Member, for approval of a Bombing Range and an Air to Ground Gunnery Range for the McCOOK, NEBRASKA Army Air Base.

Findings:

1. The proposed Bombing Range is located approximately 11 miles East-Northeast of Oberline, Kansas, between Latitudes 39° 51' 40" and 39° 53' 30" and between Longitudes 100° 16' and 100° 18'.

2. The proposed Air to Ground Gunnery Range is located approximately 8 miles South of Red Airway #6, 10 miles Northeast of McCOOK, NEBRASKA and is a rectangular area lying between Latitudes 40° 16' and 40° 21' and between Longitudes 100° 26' 25" and 100° 28' 30".

3. Neither the proposed Bombing Range nor the proposed Air to Ground Gunnery Range lie within the confines of any existing civil airway.



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Meeting No. 182 October 30, 1942

RECOMMENDATIONS:

1. That the proposed Bombing Range and the proposed Air to Ground Gunnery Range described below be approved for the McCOOK, NEBRASKA Army Air Base:

Bombing Range - A square area between Latitudes 39° 51' 40" and 39° 53' 30" and between Longitudes 100° 16' and 100° 18'.

Air to Ground Gunnery Range - A rectangular area lying between Latitudes 40° 16' and 40° 21' and between Longitudes 100° 26' and 25" and 100° 28' 30".

2. That Danger Areas be established over the Bombing Range and Air to Ground Gunnery Range approved in recommendation 1 above, and that they be published in CAA Notices to Airmen and shown on Coast and Geodetic Survey Aeronautical Charts.

* * * * *

B. SCOTTSBLUFF, NEBRASKA - BOMBING RANGE AND AIR TO GROUND GUNNERY RANGE

Discussion:

The Secretary of the Board presented a request from the Director of Base Services, received through the War Department Member, for approval of a Bombing Range and an Air to Ground Gunnery Range for the Army Airfield at SCOTTSBLUFF, NEBRASKA.

Findings:

1. The proposed Bombing Range is described as being bounded on the North by Latitude 42° 20' 30", on the East by Longitude 103° 38', on the South by Latitude 42° 18', and on the West by Longitude 103° 41' 30".

2. The proposed Air to Ground Gunnery Range is described as a rectangular area approximately 13 miles East of Torrington, Wyoming, lying between Latitudes 42° 03' and 42° 09', and between Longitudes 103° 54' and 103° 57'.

3. Neither the proposed Bombing Range nor the proposed Air to Ground Gunnery Range lie within the confines of any existing civil airway.

RECOMMENDATIONS:

1. That the proposed Bombing Range and the proposed Air to Ground Gunnery Range described below be approved for the SCOTTSBLUFF, NEBRASKA Army Airfield:

Bombing Range - An area bounded on the North by Latitude 42° 20' 30", on the East by Longitude 103° 38', on the South by Latitude 42° 18', and on the West by Longitude 103° 41' 30".

Air to Ground Gunnery Range - A rectangular area lying between Latitudes 42° 03' and 42° 09' and between Longitudes 103° 54' and 103° 57'.

2. That Danger Areas be established over the Bombing Range and Air to Ground Gunnery Range approved in Recommendation 1 above, and that they be published in CAA Notices to Airmen and shown on Coast and Geodetic Survey Aeronautical Charts.

* * * * *

3. MEMORANDUM FOR THE RECORD - LARAMIE, WYOMING MOUNTAIN DIVISION CAMP - AMENDMENT TO RECOMMENDATION #2, SUBJECT 2-A, MEETING NO. 131

Discussion:

The Secretary of the Board read the following memorandum into the record:



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Meeting 182 October 30, 1942

"1. At Meeting No. 131, the IATCB in recommendation #1, Subject 2-A, approved a Mountain Division Camp at LARAMIE, WYOMING.

"2. Recommendation #2, same subject, reads as follows:

'2. That the above described site be designated a Danger Area, published in 'Notices to Airmen' and plotted on Aeronautical Charts."

"3. As the LARAMIE, WYOMING Mountain Division Camp was only a proposed camp, it is recommended that recommendation #2 be amended to read as follows:

'2. That upon receipt of notice of the issuance of a construction directive for the proposed camp, the above described site be designated a Danger Area, published in 'Notices to Airmen' and plotted on Aeronautical Charts.'"

J. B. Hartranft, Jr.
J. B. HARTRANFT, JR.
Major, A.C.
Secretary
10/2/42

Earl F. Ward
EARL F. WARD
CAA Member

J. B. Voit
J. B. VOIT,
Commander, USN
Navy Department Member

J. S. Marriott
J. S. MARRIOTT
Lt. Col., A.C.
War Department Member

Gus Eazar
GUS EAZAR
C&B Member

The above recommendations are within the policies established by the War Aviation Committee and are approved.

For the War Aviation Committee

James B. Newman, Jr.
JAMES B. NEWMAN, JR.
Colonel, Air Corps
Executive 11-4-42.



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INTERDEPARTMENTAL
AIR TRAFFIC CONTROL BOARD
WASHINGTON, D. C.

Meeting No. 181 October 29, 1942

Place: IATCB Room, Army Air Forces Annex #1, WASHINGTON, D. C.

Time: 1:00 p.m. to 3:00 p.m.

Members Present:

Earl F. Ward, CAA, Chairman
Gus Leazar, CAB
J. B. Voit, Commander, USN
J. B. Marriott, Lt. Colonel, AC

Secretary: J. B. Hartranft, Jr., Major, AC

Witnesses Present:

J. Kirk Baldwin, CPT-CAA
E. W. Piltz, CAA
J. B. Yarrow, CAA

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SUBJECTS: Page No.

1. DANGER AREAS

A. CUTHBERT, GEORGIA - ASSAULT TRAINING AREA - ALTERNATE TO BUTLER, GEORGIA . . . . . 1
B. BOLLING FIELD, D. C. - SHARPS ISLAND - LOW ALTITUDE AND AIR TO GROUND GUNNERY RANGE . . . . . 3
C. TUCSON, ARIZONA - SILVER BELL GUNNERY RANGE - AERIAL GUNNERY PRACTICE . . . . . 3

2. MEMORANDA FOR THE RECORD

A. BEND, OREGON - ENGINEERING REPLACEMENT CENTER . . . . . 5
B. AUSTIN, TEXAS - RANGE APPROACH CHANNEL . . . . . 5

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1. DANGER AREAS
A. CUTHBERT, GEORGIA - ASSAULT TRAINING AREA - ALTERNATE TO BUTLER, GEORGIA

Discussion:

The Secretary of the Board presented a request from the Corps of Engineers for approval of an alternate site for Assault Training at CUTHBERT, GEORGIA, for use in the event that the site at BUTLER, GEORGIA, approved in Meeting No. 178 is not found to be useable.

Findings:

1. In Meeting No. 178 of the IATCB, the following recommendation was made with regard to BUTLER, GEORGIA:

"2. That an Assault Training area near BUTLER, GEORGIA, as described below, be approved, subject to coordination with activities of the Flying Training Command at the Butler Airport:

"An area bounded by a semi-circle with a radius of 13 miles from BUTLER, GEORGIA: the southern boundary to be the railroad be-

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tween Junction City and Fort Valley, Georgia. The area within the semi-circle will be the above described radius beginning at Central Georgia Railroad, east of Junction City, generally northward and eastward to the Central Georgia Railroad, approximately 5 miles east of Reynolds, Georgia.

"3. That no firing be conducted in that portion of the area described in Recommendation No. 2 above which projects into the unnumbered airway between Tallahassee, Florida, and Atlanta, Georgia by way of Albany, Georgia and the Madras Fan Marker, southwest of Atlanta.

"4. That a danger area be designated, as described below, in connection with the Assault Training Area near BUTLER, GEORGIA:

Southern Boundary - the highway running between Junction City and Fort Valley; Eastern Boundary - Southern RR Track running between Fort Valley and Roberta, Georgia; Northern Boundary - U.S. Highway 80 from Roberta and that point at which it intersects the eastern boundary of the newly established airway running between the Madras fan marker and the Albany Radio Range station; Western Boundary - the east edge of the unnumbered airway running between Albany and the Madras Fan Marker as recommended in Meeting No. 175.

"5. That the area described in No. 4 above be published in CAA Weekly Notices to Airmen and Coast and Geodetic Survey Aeronautical Charts upon receipt of notification of the issuance of a construction directive for the proposed camp."

2. Mr. Kruse (Corps of Engineers) called from Atlanta to advise he was attending a meeting with Air Force representatives and that clearance of the following described site at CUTHBERT, GEORGIA, was needed as an alternate to BUTLER, GEORGIA, for an Assault Training Area to be used in Commando Training.

"Beginning at the town of Cuthbert: thence easterly along State Highway #50 to its intersection with U. S. Highway 27, relocated; thence northerly along said highway to the pointwhere it bends to the west at Latitude 31° 53'; thence northwesterly in a straight line to the town of Lumpkin at the SAL railroad; thence northwesterly along said railroad to Latitude 32° 05'; thence due west to Longitude 85°; thence due south to the State Road between Lumpkin and Eufaula; thence southwesterly along said State Road to Longitude 85° 02' at its intersection with the west branch of Hodchodkee Creek; thence southeasterly along said creek to State Highway #50; thence easterly along said highway to the town of Cuthbert and the point of origin."

3. The site described in No. 2 above is west of the unnumbered airway between Tallahassee, Florida, and Atlanta, Georgia, by way of Albany, Georgia, and the Madras Fan Marker, southwest of Atlanta. The EUFAULA airport, approved by the Board in Meeting No. 152 for the SEAAFTC, is approximately 7 miles west of the CUTHBERT site.

4. Firing will be conducted up to 240 mm. howitzers.

RECOMMENDATIONS:

1. That an Assault Training area near CUTHBERT, GEORGIA, as described below, be approved, if desired, as an alternate site to the area near BUTLER, GEORGIA, approved in Meeting No. 178 of the IATCB:



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Beginning at the town of Cuthbert; thence easterly along State Highway #50 to its intersection with U. S. Highway 27, relocated; thence northerly along said highway to the point where it bends to the west at Latitude 31° 53'; thence northwesterly in a straight line to the town of Lumpkin at the SAL railroad; thence northwesterly along said railroad to Latitude 32° 05'; thence due west to Longitude 85°; thence due south to the State Road between Lumpkin and Eufaula; thence southwesterly along said State Road to Longitude 85° 02' at its intersection with the west branch of Hodchodkee Creek; thence southeasterly along said creek to State Highway #50; thence easterly along said highway to the town of Cuthbert and the point of origin.

2. That designation of a danger area for the area described in No. 1 above and for the BUTLER, GEORGIA site approved in Meeting No. 178, be withheld until the Corps of Engineers advises which of these two sites will be used for the Assault Training Area and pending notification of the issuance of a construction directive for the proposed camp.

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B. BOLLING FIELD, D. C. - SHARPS ISLAND - LOW ALTITUDE AND AIR TO GROUND GUNNERY RANGE

Discussion:

The Secretary of the Board presented a request from the Director of Base Services for approval of low altitude practice bombing and air-to-ground gunnery range at SHARPS ISLAND for use in final stages of training by units temporarily stationed at BOLLING FIELD, D. C.

Findings:

1. SHARPS ISLAND is located at Latitude 38° 37', Longitude 76° 22', 38 miles Southeast of BOLLING FIELD, D. C., in Chesapeake Bay, 1½ miles south of a Marine Navigation light.

2. The type of bombs to be used will be the 100-lb. 38-A-2 black bomb, sand-loaded, with a 3-lb. black powder charge.

3. The Navy Member presented confidential information which might later result in a conflict and reserved the right to bring up approval of this site for reconsideration at a later date.

RECOMMENDATIONS:

1. That SHARPS ISLAND, in Chesapeake Bay, located at Latitude 38° 37', Longitude 76° 22', be approved for low altitude practice bombing and air-to-ground gunnery range for use in final stages of training by units temporarily stationed at BOLLING FIELD, D. C.

2. That a circle, having a radius of 3 miles centered on Latitude 38° 37', Longitude 76° 22', be designated a danger area and published in CAA Weekly Notices to Airmen and Coast and Geodetic Survey Aeronautical Charts.

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C. TUCSON, ARIZONA - SILVER BELL GUNNERY RANGE - AERIAL GUNNERY PRACTICE

Discussion:

The Secretary of the Board presented a request from the Director of Base



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Meeting No. 181 October 29, 1942

Services for relocation of the Silver Bell Air-to-Air Gunnery Range for use by the Davis-Monthan Air Base, Tucson, Arizona, approved in Meeting No. 150 of the IATCB.

Findings:

1. The relocated Silverbell Air-to-Air Gunnery Range is described as follows:

> "Beginning at Robles Ranch at Latitude 32° 04', Longitude 111° 19'; thence due north on said Longitude to Latitude 32° 19'; thence northwesterly in a straight line to the south edge of Greens Reservoir at Latitude 32° 33' 30"; thence west northwesterly in a straight line to Jack Rabbit Well at Latitude 32° 35', Longitude 111°53'; thence southwesterly in a straight line to Latitude 32°26' 30", Longitude 112° ; thence due south on said Longitude to Latitude 32° 22'; thence southeasterly in a straight line to Longitude 111° 38' 30", Latitude 32° 04' 30"; thence due east on said Latitude to Robles Ranch and the point of origin.

2. Meeting No. ~~150~~ 150, Subject 4 A(1) "TUCSON, ARIZONA - DAVIS-MONTHAN FIELD - AERIAL GUNNERY AND BOMBING RANGES FOR SECOND AIR FORCE (SILVERBELL GUNNERY RANGE and ANTELOPE PEAK BOMBING RANGE) - Recommendation No. 2 approved an area including the SILVERBELL GUNNERY RANGE requested by activities at Davis-Monthan Field and various target sites requested by Williams Field, HIGLEY, ARIZONA.

3. Recommendation No. 7 of Subject 4 A(1) (referred to in No. 2 above) reads as follows:

> "That arrangements be made locally to coordinate the use of the above described areas, as there is a conflict of operations between Williams Field, HIGLEY, ARIZONA, and Davis-Monthan Field, TUCSON, ARIZONA."

4. The two danger areas referred to in Recommendation No. 7 quoted in Finding No. 3 above, are included in the area which the current request desires to have rescinded. It is not believed that coordination has been effected in accordance with the Boards findings and recommendations in Meeting No. 150.

RECOMMENDATION:

That, since both the old and new area referred to in the current request are encompassed within the area already approved in Meeting No. 150, the Board recommendations be reaffirmed as quoted in part below and that a coordinated request be forwarded to the Board for specific change of the danger area indicating concurrence by the Commanding Officer, HIGLEY, ARIZONA, as well as the Second Air Force, operating out of Davis-Monthan Field:

> ". . . 2. That Target sites T-1a, T-8, T-12, T-13, T-14, T-15a, T-16, T-18a, T-17a, T-19a, T-20a, T-23a, T-24a (requested by Williams Field, HIGLEY, ARIZONA) and the SILVERBELL GUNNERY RANGE (requested by activities at Davis-Monthan Field) lying within the area described below, be approved:
>
> "Beginning at a point at Latitude 32° 49', Longitude 112° 19'; thence south in a straight line to Latitude 32° 35'; thence southwest in a straight line to Latitude 32° 13', Longitude 112° 30'; thence generally east along the highway to Poco Blanco and Cover Wells; thence southeast along the highway to Cobabi; thence in a straight line to Robles; thence northeast to Green Airway No. 5 at Latitude 32° 11', Longitude 111° 05'; thence northwest in a straight line to Latitude 32° 49', Longitude 111° 41'; thence west along the southern edge of the new Federal Airway in a straight line to Latitude 32° 49', Longitude 112° 19', the point of origin.



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Meeting No. 181 October 29, 1942

". . . 7. That arrangements be made locally to coordinate the use of the above described areas, as there is a conflict of operations between Williams Field, HIGLEY, ARIZONA, and Davis-Monthan Field, TUCSON, ARIZONA."

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2. MEMORANDA FOR THE RECORD

A. BEND, OREGON - ENGINEERING REPLACEMENT CENTER

In Meeting No. 158 of the IATCB, a site for an Engineering Replacement Center near Bend, Oregon was sanctioned by the Board.

Letter dated October 16, 1942 from the Corps of Engineers to the IATCB, advises that construction was authorized on October 15, 1942.

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B. AUSTIN, TEXAS - RANGE APPROACH CHANNEL

Recommendation No. 2, Subject 3 C, of Meeting No. 165 of the IATCB approved a modified Range Approach Channel extending 2 miles from the Austin Radio Range Transmitter to be applied to the Northeast leg of the Austin Radio Range. This should be changed to read 20 miles from the Austin Radio Range Transmitter.

* * * * * * * * * *

J. B. Hartranft, Jr.
J. B. HARTRANFT, JR.
MAJOR, AIR CORPS,
Secretary, IATCB. 10/30/42

Earl F. Ward
EARL F. WARD, CAA MEMBER

J. B. Voit
J. B. VOIT, COMMANDER, USN
NAVY DEPARTMENT MEMBER

J. S. Marriott
J. S. MARRIOTT, LT. COLONEL, AC
WAR DEPARTMENT MEMBER

Gus Leazar
GUS LEAZAR, CAB MEMBER

The above recommendations are within the policies established by the War Aviation Committee and are approved.

For the WAR AVIATION COMMITTEE:

James B. Newman, Jr.
JAMES B. NEWMAN, JR.
COLONEL, AIR CORPS,
EXECUTIVE
11/2/42



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INTERDEPARTMENTAL
AIR TRAFFIC CONTROL BOARD
Washington, D. C.

RESTRICTED

November 2, 1942

Meeting No. 183.

Time: 1:00 P.M. to 5:00 P.M.

Place: IATCB Room, Army Air Forces Annex #1, Washington, D. C.

Members Present:

J. S. Marriott, Lt. Colonel, AC
J. B. Voit, Commander, USN
Gus Leazar, CAB

Alternate Present:

H. F. Cole, CAA

Secretary: J. B. Hartranft, Jr., Major, AC

Witnesses Present:

John R. Nash, Captain, AC
J. R. Yarrow, CAA
J. Kirk Baldwin, CPT-CAA
E. W. Piltz, CAA

SUBJECTS:


1. AIRPORTS: PAGE NO.

A. SAN ANGELO #1, TEXAS - 3 AUXILIARY FIELDS FOR BASIC TRAINING.. 1
B. BRYAN, TEXAS - THREE AUXILIARY FIELDS..... 2
C. LEMOORE, CALIFORNIA - THREE AUXILIARY FIELDS..... 2
D. FORT BENNING, GEORGIA - AUXILIARY FIELD..... 3
E. BAKER, OREGON - AUXILIARY FIELD..... 3
F. BEVERLY, MASSACHUSETTS - ANTI-SUBMARINE OPERATIONS..... 4

2. DANGER AREAS:

A. HIGLEY, ARIZONA - BOMBING TARGET SITE T-10..... 5
B. CLINTON, CONNECTICUT - MACHINE GUN RANGE..... 5
C. GREAT FALLS, MONTANA - BOMBING AND AERIAL GUNNERY RANGES..... 6


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1. AIRPORTS:

A. SAN ANGELO #1, TEXAS - THREE AUXILIARY FIELDS FOR BASIC FLYING.

Discussion:

The Secretary of the Board presented a request from the Director of Base Services, submitted through the War Department member, for approval of three sites to be used as auxiliary fields for San Angelo #1 (Goodfellow Field), SAN ANGELO, TEXAS.

Findings:

1. The proposed sites are described as follows:

Auxiliary Field #1 - 11½ miles NW of Goodfellow Field
Latitude 31° 32' 30", Longitude 100° 29' 30"
Auxiliary Field #2 - 6½ miles SE of Goodfellow Field
Latitude 31° 21' 30", Longitude 100° 14' 30"
Auxiliary Field #3 - 1 mile West and 7½ miles South of Goodfellow Field
Latitude 31° 19' 30", Longitude 100° 25'.

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2. At Meeting No. 149, San Angelo #1 (Goodfellow Field), SAN ANGELO, TEXAS, was approved for use as a Basic Flying School.

RECOMMENDATIONS:

That the following described sites be approved for use as auxiliary fields for San Angelo #1 (Goodfellow Field), SAN ANGELO, TEXAS:

Auxiliary Field #1 - Latitude 31° 32' 20", Longitude 100° 29' 30"
Auxiliary Field #2 - Latitude 31° 21' 30", Longitude 100° 14' 30"
Auxiliary Field #3 - Latitude 31° 19' 30", Longitude 100° 25'.

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B. BRYAN, TEXAS - THREE AUXILIARY FIELDS.

Discussion:

The Secretary of the Board presented a request from the Director of Base Services, submitted through the War Department member, for approval of three sites for use as auxiliary fields for the Advanced Single Engine School at BRYAN, TEXAS.

Findings:

1. The proposed sites are described as follows:

Auxiliary Field #1 - 12 miles South of the main base at Latitude 30° 28', Longitude 96° 30'.
Auxiliary Field #3 - 16 miles Northwest of the main base at Latitude 30° 45', Longitude 96° 44'.
Auxiliary Field #4 - 23 miles Northwest of the main base at Latitude 30° 54', Longitude 96° 16'.

2. At Meeting No. 84, May 20, 1942, BRYAN, TEXAS was approved for use as an Advanced Twin Engine Flying School.

3. At Meeting No. 172, October 13, 1942, Auxiliary Field #2 was approved for the BRYAN, TEXAS Advanced Twin Engine Training School.

RECOMMENDATIONS:

That the following described sites be approved for use as auxiliary fields for the Advanced Single Engine School at BRYAN, TEXAS:

Auxiliary Field #1 - Latitude 30° 28', Longitude 96° 30'.
Auxiliary Field #3 - Latitude 30° 45', Longitude 96° 44'.
Auxiliary Field #4 - Latitude 30° 54', Longitude 96° 16'.

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C. LEMOORE, CALIFORNIA - THREE AUXILIARY FIELDS.

Discussion:

The Secretary of the Board presented a request from the Director of Base Services, submitted through the War Department member, for approval of three sites for use as auxiliary fields for the Lemoore Basic Flying School, LEMOORE, CALIFORNIA.

Findings:

1. The proposed sites are described as follows:

Auxiliary Field (A-1 Corcoran) - 22⅜ miles ESE of the main base, within Amber Airway #1 at Latitude 36° 05' 50", Longitude 119° 35'.



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Auxiliary Field (A-2 Huron) - 8 miles WSE of the main base at Latitude 36° 13' 30", Longitude 120° 04'.20".
Auxiliary Field (A-4 Murray) - 9½ miles SSW of the main base at Latitude 36° 07' 30", Longitude 119° 59'.

2. At Meeting No. 137, August 17, 1942, the main base at LEMOORE, CALIFORNIA was approved for use as a Basic Flying School.

3. The following sites were approved at Meeting No. 137 for use as auxiliary fields for the Lemoore Basic Flying School:

Auxiliary Field #5 (West Field)
Auxiliary Field #6 (Summit Lake)
Auxiliary Field #7 (Helm Field)

4. Auxiliary Field #8 (Indian Field) was approved at Meeting No. 138 as an auxiliary field to serve the Lemoore Basic Flying School.

RECOMMENDATIONS:

1. That the following described sites be approved for use as auxiliary fields to serve the Lemoore Basic Flying School, LEMOORE, CALIFORNIA:

Auxiliary Field (A-1 Corcoran) - Latitude 36° 05' 50", Longitude 119° 35'.
Auxiliary Field (A-2 Huron) - Latitude 36° 13' 30", Longitude 120° 04' 20".
Auxiliary Field (A-4 Murray) - Latitude 36° 07' 30", Longitude 119° 59'.

2. That operations from Auxiliary Field (A-1 Corcoran) be conducted in accordance with Civil Air Regulations, Part 60 (Air Traffic Rules).

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D. FORT BENNING, GEORGIA - AUXILIARY FIELD.

Discussion:

The Secretary of the Board presented a request from the Director of Base Services, submitted through the War Department member, for approval of an existing landing field in the Alabama area, near FORT BENNING, GEORGIA, to be used as an auxiliary to Lawson Field for parachute operations.

Findings:

1. The proposed site is located approximately 4 miles South of Lawson Field at Latitude 32° 17', Longitude 84° 58'.

2. At Meeting No. 82, May 15, 1942, Lawson Field at FORT BENNING was approved for a Ground Air Support Base.

RECOMMENDATIONS:

That a site located 4 miles South of Lawson Field at Latitude 32° 17', Longitude 84° 58' be approved for use as an auxiliary to Lawson Field, FORT BENNING, GEORGIA for parachute operations.

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E. BAKER, OREGON - AUXILIARY FIELD.

Discussion:

The Secretary of the Board presented a request from the Bureau of Aeronautics, submitted through the Navy Member, for approval of the Municipal Airport at BAKER, OREGON for use as an auxiliary field for the Naval Air Station at SEATTLE, WASHINGTON.



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Findings:

1. The proposed site is located in the Northeast corner of the State of OREGON at Latitude 44° 55', Longitude 117° 49'.

2. TheWar Department member stated that the Second Air Force had been contacted and agreed to Navy use of the proposed site provided no area was designated thereabout.

RECOMMENDATIONS:

That the Municipal Airport at BAKER, OREGON, located at Latitude 44° 55', Longitude 117° 49', be approved for use as an auxiliary field for the Naval Air Station, SEATTLE, WASHINGTON.

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F. BEVERLY, MASSACHUSETTS - ANTI-SUBMARINE OPERATIONS.

Discussion:

The Secretary of the Board presented a request from the Bureau of Aeronautics, submitted through the Navy Member, for approval of Beverly Municipal Airport, BEVERLY, MASSACHUSETTS for anti-submarine operations, Navy and Coast Guard, as required by the Eastern Sea Frontier Command.

Findings:

1. The proposed site is located approximately 2 miles Northwest of BEVERLY, MASSACHUSETTS at Latitude 42° 35' 10", Longitude 70° 55'.

2. The Navy member stated that at present it was contemplated basing a maximum of 9 Coast Guard planes at the Beverly Municipal Airport when the conditions are such that the Coast Guard Station at SALEM, MASSACHUSETTS is inaccessible.

RECOMMENDATIONS:

That the Navy request for use of Beverly Municipal Airport, BEVERLY, MASSACHUSETTS for anti-submarine operations, Navy and Coast Guard, be referred to the New York IATCB Sub-committee.



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2. That arrangements be made to cease firing upon the approach of aircraft in dangerous proximity of the range and that no firing be directed into an overcast.

* * * * * * * * * * *

C. ARCADIA, CALIFORNIA - SANTA ANITA PARK - MINIATURE ANTIAIRCRAFT FIRING RANGE

Discussion:

The Secretary of the Board presented a request from the Chief of Engineers, through the War Department Member, for an extension to a Small Arms Range approved in Meeting No. 185 for an Ordnance Training Center at Santa Anita Park, ARCADIA, CALIFORNIA.

Findings:

The extension requested is for firing of antiaircraft weapons up to 750 feet maximum elevation on a Miniature Antiaircraft Firing Range and is an area one by two miles to the east of the Small Arms Range approved in Meeting No. 185.

RECOMMENDATIONS:

1. That an extension described as follows to the Small Arms Range approved in Meeting No. 185 for the Ordnance Training Center at SANTA ANITA PARK, ARCADIA, CALIFORNIA, be approved for a Miniature Antiaircraft Firing Range:

| | | | |
|---|---|---|---|
| North | Boundary | Latitude | 34° 11' 15" |
| South | " | " | 34° 10' 15" |
| East | " | Longitude | 118° 02' |
| West | " | " | 118° 03' 30" |

2. That arrangements be made to cease firing upon the approach of aircraft in dangerous proximity of the range and that no firing be directed into an overcast.

* * * * * * * * * * *

O. P. Hollingsworth
for J. B. HARTRANFT, JR.
Major, A.C.
Secretary
11/26/42

Earl F. Ward
EARL F. WARD, 11/26
CAA Representative.

for GUS LEAZAR,
CAA Representative.

for J. B. VOIT,
Commander, USN,
Navy Representative.

for J. S. MARRIOTT,
Lt. Colonel, A.C.,
War Department Representative.

The above recommendations are within the policies established by the War Aviation Committee and are approved.

For the WAR AVIATION COMMITTEE;

JAMES B. NEWMAN, JR.,
Colonel, Air Corps,
Executive.
11/27/42.



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| | | |
|---|---|---|
| North Boundary | Latitude | 26° 15' |
| South " | " | 26° 08' 30" |
| East " | Longitude | 97° 16' |
| West " | " | 97° 21', along the Buena Vista Road |

2. Although no information is available in the minutes of the Board, the Military Air Traffic Control Division, AAF, advises that this general area was approved by the Board as part of the Harlingen-Corpus Christi-Victoria Danger Area and has been carried in "Weekly Notices to Airmen" accordingly.

3. In Meeting No. 45 the following described area was approved for the Harlingen Flexible Gunnery School at HARLINGEN for ground and air gunnery:

> "A point approximately two miles NE of Port Isabel, Texas, to 97° 08' West Longitude and 26° 04' North Latitude, to 97° 08' West Longitude and 26° 06' North Latitude, to 96° 44' West Longitude and 26° 06' North Latitude, to 96° 55' West Longitude and 26° 48' North Latitude, to 97° 22' West Longitude and 26° 48' North Latitude; thence southeasterly paralleling Padre Island to the point of starting two miles NE of Port Isabel."

4. The present request is for an enlargement of the range described in Finding No. 3 above.

RECOMMENDATIONS:

1. That an extension to the air and ground gunnery range approved in Meeting No. 45 of the IATCB, described as follows, be approved for the Flexible Gunnery School, HARLINGEN, TEXAS:

| | | |
|---|---|---|
| North Boundary | Latitude | 26° 15' |
| South " | " | 26° 08' 30" |
| East " | Longitude | 97° 16' |
| West " | " | 97° 21', along the Buena Vista Road |

2. That the above-described area be designated a danger area and published in CAA Weekly Notices to Airmen and plotted on Coast and Geodetic Survey Aeronautical Charts.

* * * * * * * * * * *

2. MILITARY STRUCTURES AND CANTONMENTS
A. NEW ORLEANS, LOUISIANA - SMALL ARMS FIRING RANGE

Discussion:

The Secretary of the Board presented a request from the Office, Chief of Engineers, through the War Department Member, for approval of a Small Arms Firing Range for the NEW ORLEANS, LOUISIANA Staging Area, in lieu of the site, due south of New Orleans, previously approved in Meeting No. 175.

Findings:

1. The Small Arms Firing Range presently requested is located 3 miles northwest of the town of Slidell, La., with the west boundary on Amber Airway No. 5, and described as follows:



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| | | | |
|---|---|---|---|
| North | Boundary | Latitude | 30° 23' |
| South | " | " | 30° 18' |
| East | " | Longitude | 89° 49' |
| West | " | " | 89° 51' 30" |

2. The site requested in No. 1 above is in lieu of the Small Arms Firing Range approved for the New Orleans, Louisiana, Staging Area in Meeting No. 175. A Miniature Antiaircraft Range has been added at the new site as a required training aid.

3. The proposed site is outside the confines of any existing airway.

RECOMMENDATIONS:

1. That the Small Arms Firing Range for the NEW ORLEANS, LOUISIANA, Staging Area, described below, approved in Meeting No. 175 of the IATCB, be rescinded:

"A wedge-shaped area 400 yards wide at its northern end at a point one mile south of the Mississippi River, west of the Harvey Canal, and north of Bayou Barataria. The area extends for a distance of 7,500 yards, widening out to 1,707 yards."

2. That a Small Arms Firing Range, described below, including Miniature Antiaircraft, for the NEW ORLEANS, LOUISIANA, Staging Area, be approved:

| | | | |
|---|---|---|---|
| North | Boundary | Latitude | 30° 23' |
| South | " | " | 30° 18' |
| East | " | Longitude | 89° 49' |
| West | " | " | 89° 51' 30" (on edge of Amber Airway No. 5) |

3. That arrangements be made to cease firing upon the approach of aircraft in dangerous proximity of the range.

* * * * * * * * * * *

B. FORT BENJAMIN HARRISON, INDIANA - MINIATURE ANTIAIRCRAFT FIRING RANGE

Discussion:

The Secretary of the Board presented a request from the Chief of Engineers through the War Department Member, for approval of a Miniature Antiaircraft Firing Range at FORT BENJAMIN HARRISON, INDIANA.

Findings:

1. The Miniature Antiaircraft Firing Range requested is described as a one mile square centered on Latitude 39° 52', Longitude 86°, within and approximately two miles south of the north edge of Green Airway No. 4, and 10 miles northeast of Indianapolis, Indiana.

2. Firing of Miniature Antiaircraft is conducted up to approximately 750 feet.

RECOMMENDATIONS:

1. That a Miniature Antiaircraft Firing Range, described as a one mile square centered on Latitude 39° 52', Longitude 86°, be approved for use by activities at FORT BENJAMIN HARRISON, INDIANA.

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2. That an auxiliary field located at Latitude 28° 12', Longitude 100° 05' for the Flexible Gunnery School, LAREDO, TEXAS, be approved.

3. That records be noted to show the approval granted in Meeting No. 74 for an aerial gunnery range and in Meeting No. 122 for a Ground Gunnery Range, as applying to the Flexible Gunnery School, LAREDO, TEXAS.

* * * * *

C. GARDEN CITY, KANSAS - AUXILIARY #1 - BASIC FLYING TRAINING.

Discussion:

The Secretary of the Board presented a request from the Director of Base Services for approval of the relocation of auxiliary field #1 to the GARDEN CITY, KANSAS, Airfield for Basic Flying Training.

Findings:

1. The Main Base and 4 auxiliary fields for GARDEN CITY, KANSAS, were approved in Meeting No. 168. The recommendation of the Board did not include the type of training to be conducted from these sites. The fields are used for Basic Flying Training.

2. A site known as Auxiliary Field #1 was approved in Meeting No. 168, located at Latitude 36° 55', Longitude 100° 31'. It is desired to relocate this field at Latitude 37° 54' 30", Longitude 100° 31' 40", 4 miles Northeast of CHARLESTON, in Blue Airway No. 35.

RECOMMENDATIONS:

1. That the approval granted in Meeting No. 168 for Auxiliary Field No. 1, located at Latitude 36° 55', Longitude 100° 31', GARDEN CITY, KANSAS, be rescinded.

2. That Auxiliary Field No. 1 to GARDEN CITY, KANSAS, Army Air Base, located at Latitude 37° 54' 30", Longitude 100° 31' 40", 4 miles Northeast of CHARLESTON, be approved for Basic Flying Training.

3. That records be noted to show the approval granted in Meeting No. 168 for the Main Base and 4 auxiliaries for use from GARDEN CITY, KANSAS, as being for Basic Flying Training.

* * * * *

D. AKRON, OHIO - LIMITATION OF AERIAL OPERATIONS AT THE MUNICIPAL AIRPORT AND OVER THE GOODYEAR TIRE AND RUBBER COMPANY PLANT AND THE RUBBER RESERVE COMPANY.

Discussion:

The Secretary of the Board presented a request from the Rubber Reserve Company, Washington, D. C. for limitation of aerial operations at the Municipal Airport, AKRON, OHIO, and over the GOODYEAR TIRE & RUBBER COMPANY PLANT AND THE RUBBER RESERVE COMPANY.

Findings:

The following letter dated November 11, 1942 from the Administrative Assistant, Rubber Reserve Company, Washington, D. C. to the IATCB, was introduced:

"You are acquainted with the relative location of the Rubber Reserve Company synthetic rubber plant between the existing Goodyear Tire and Rubber Company plant and the Municipal Airport at AKRON, OHIO. It has been observed that what appears to be unnecessary exposure to accident has resulted from training planes takir



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off from the airport immediately in the direction of this synthetic rubber plant, and other circling over the plant at comparatively low altitudes.

"Our most recent concern in this matter was prompted by the take-off accident which recently occured at this airport. I understand that your group considerably opposed the location of this plant at the time that it was constructed, but since it is now located at this point we would appreciate having its continued operation maintained insofar as it is reasonably possible.

"We have in storage large quantities of flammable liquids and of course if one of these planes should happen to crash into this plant it no doubt would be fatal for the occupants of the plane and also for some of the employees of Rubber Reserve Company. This is what we desire to eliminate or at least diminish to all reasonable proportions.

"If you are in a position to recommend that caution be exercised by these pilots on any take-off directed towards this plant and that circling over the plant in their training work be eliminated, I am sure it will be to the interests of all concerned."

RECOMMENDATIONS:

That the matter be referred to the CAA member for establishment of a local traffic pattern by the Air Traffic Control Division, CAA, which is assuming the operation of the AKRON, OHIO, CAA Air Traffic Control Tower in the near future.

* * * * *

E. ARLINGTON, TEXAS - ARLINGTON MUNICIPAL (MIDWAY) AIRPORT - CORRECTIONS IN THE AIRPORT DESIGNATION AND ASSIGNMENT.

Discussion:

The Secretary of the Board presented a request from the War Department member for corrections to clarify confusion concerning the identity of the Midway Airport shown in previous meetings as being at GRAND PRAIRIE, TEXAS, and ARLINGTON, TEXAS.

Findings:

1. The airport at GRAND PRAIRIE, TEXAS, is a designated landing area one mile Southwest of Grand Prairie and consists of 180 acres, runways being graded but unpaved.

2. The CAA is constructing an airport in the vicinity of ARLINGTON, TEXAS, known as the Arlington Municipal Airport and often referred to as Midway Airport, located at Latitude 32° 49' 30", Longitude 97° 02', 8 miles Northeast of the town of ARLINGTON.

3. The approval recommended in Meeting No. 151 for the use of Midway Airport ARLINGTON, TEXAS, is correct. This is the same site approved for the Navy in Meetings No. 178 and 182 although the location is shown as GRAND PRAIRIE, TEXAS, instead of ARLINGTON, TEXAS.

RECOMMENDATIONS:

1. That the Recommendations in Meetings No. 178 and 182 be amended to read as follows:

Meeting No. 178 - "1. That the Arlington Municipal (Midway) Airport, ARLINGTON, TEXAS, located at Latitude 32° 49' 30", Longitude 97° 02', be approved for use by the Navy as a fueling stop for Naval Air Transport Service.

"2. That this activity be coordinated with Army activities."



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Meeting No. 182 - "1. That the Arlington Municipal (Midway) Airport, ARLINGTON, TEXAS, located at Latitude 32° 49' 30", Longitude 97° 02', be approved for use by the Navy as an outlying field for Transport Type Transition Training being operated for the Navy by American Airlines from Meacham Field at FORT WORTH, TEXAS.

"2. That this activity be coordinated with Army activities."

2. That the IATCB Minutes for Meeting No. 178 and 182 be corrected to show the title of the case as follows: "Arlington, Texas - Arlington Municipal (Midway) Airport."

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2. DANGER AREAS:

A. LAKE ONTARIO, SYRACUSE, NEW YORK - BOMBING RANGE FOR ARMY AIR BASE.

Discussion:

The Secretary of the Board presented a request from the Director of Base Services for the approval of a Water Bombing Range to be used by the Army Air Base, SYRACUSE, NEW YORK, under the jurisdiction of the First Concentration Command.

Findings:

1. The Water Bombing Range requested for the Army Air Base, SYRACUSE, NEW YORK, is described as follows:

| | Latitude | Longitude |
|---|---|---|
| Northwest corner | 43° 50' | 76° 30' |
| Northeast corner | 43° 50' | 76° 19' |
| Southwest corner | 43° 35' | 76° 30' |
| Southeast corner | 43° 35' | 76° 19' |

2. This area was previously used by the Fourth Armored Division as a gunnery firing area. It lies over the North leg of the Syracuse Radio Range.

RECOMMENDATIONS:

1. That a Water Bombing Range for the Army Air Base, SYRACUSE, NEW YORK, located on LAKE ONTARIO and described as follows, be approved:

| | Latitude | Longitude |
|---|---|---|
| Northwest corner | 43° 50' | 76° 30' |
| Northeast corner | 43° 50' | 76° 19' |
| Southwest corner | 43° 35' | 76° 30' |
| Southeast corner | 43° 35' | 76° 19' |

2. That the above described area be designated a Danger Area, published in CAA "Weekly Notices to Airmen" and plotted on Coast and Geodetic Survey Aeronautical Charts.

* * * * *

B. HORSE HEAVEN HILLS, WASHINGTON - AERIAL GUNNERY RANGE - 2D AIR FORCE.

Discussion:

The Secretary of the Board presented a request from the Director of Base Services for the approval of an Aerial Gunnery Range for use by the Second Air Force at HORSE HEAVEN HILLS, WASHINGTON.

Findings:

1. The area desired for an Aerial Gunnery Range is described as follows:



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Beginning at the Northwest corner at Latitude 46° 11', Longitude 120° 11'; thence due South to Latitude 45° 53' 20"; thence due East to Longitude 119° 49'; thence Northeasterly to PATERSON; thence to PLYMOUTH at Latitude 45° 56' 25", Longitude 119° 22' 25"; thence due North to Latitude 46° 10' 30"; thence due West of point of origin.

2. The Northeast corner of the proposed site almost joins the area approved for Navy use in Meeting No. 136. It does not overlap Red Airway No. 1 inasmuch as said airway has been relocated. This matter has been discussed with the Navy Department member who advises that the Navy will interpose no objection to this site inasmuch as there is no overlap by the proposed area requested by the Second Air Force.

RECOMMENDATIONS:

1. That an Aerial Gunnery Range, described as follows, for use by the Second Air Force at HORSE HEAVEN HILLS, WASHINGTON, be approved:

| | |
|---|---|
| North Boundary | Latitude 46° 11' |
| East Boundary | Longitude 119° 22' |
| West Boundary | Longitude 120° 11' |
| South Boundary | COLUMBIA RIVER and Red Airway No. 1 |

2. That the above described area be designated a Danger Area, published in CAA "Weekly Notices to Airmen" and plotted on Coast and Geodetic Survey Aeronautical Charts.

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3. MILITARY STRUCTURES AND CANTONMENTS:

A. EL PASO, TEXAS - GROUND TO GROUND GUNNERY RANGE FOR USE BY ARMY AIR BASE.

Discussion:

The Secretary of the Board presented a request from the Director of Base Services for approval of a Ground-to-Ground Gunnery Range for use by the EL PASO, TEXAS Army Air Field.

Findings:

1. The Ground-to-Ground Gunnery Range requested is described as follows:

| | | |
|---|---|---|
| Northern boundary | Latitude | 31° 44' |
| Eastern boundary | Longitude | 106° 15' |
| Southern boundary | Latitude | 31° 41' |
| Western boundary | Longitude | 106° 17' |

11 miles Southeast of the Main Base

2. In Meeting No. 173-A an area was approved for use in connection with mortar firing at FORT BLISS, EL PASO, TEXAS, and the following recommendation made:

> "3. That a standard radio range approach channel be applied to the East and West legs of the EL PASO Radio Range and a modified range approach channel be applied to the North leg of the EL PASO Radio Range, extending to the North boundary of Green Airway No. 5."

The site requested in this meeting does not fall within the Range Approach Channel recommended for the East leg of the EL PASO Radio Range described in Finding No. 2, above.

3. The Military Air Traffic Control Section, War Organization and Movement, AAF, has requested the establishment of a policy on the clearance of Ground Gunnery Ranges.



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Navy area agreed by local authorities.

3. The Naval Air Station, CORPUS CHRISTI, advises that because of the location of numberous bombing targets, it is impracticable to put this Radio Range in the area to the South of CORPUS CHRISTI as proposed by the CAA Regional Manager.

4. The Navy Department member indicated that those portions of the Radio Range legs (Northeast and Northwest legs) which passed over the channels would not be used within the Range Approach Channel.

5. The CAA advised the Navy Department member on November 13, 1942 that the ALICE RADIO RANGE would be in operation in approximately two or three weeks from this date.

RECOMMENDATIONS:

1. That a YA-1 radio localizer be approved for the Navy at MATHIS, TEXAS.

2. That any instrument training flights which fly along or cross the Range Approach Channels of the ALICE RADIO RANGE be conducted in accordance with Civil Air Regulations.

3. That instrument training flights operating during instrument flight rule conditions shall be conducted in accordance with Civil Air Regulations, Part 60 (Air Traffic Rules) when flying on or across civil airways.

* * *

J. B. HARTRANFT, JR.
Major, A.C.
Secretary 11/16/42

EARL F. WARD,
CAA Representative.

GUS LEAZAR,
CAB Representative.

J. B. VOIT,
Commander, USN,
Navy Representative.

J. S. MARRIOTT,
Lt. Colonel, A.C.,
War Department Representative.

The above recommendations are within the policies established by the War Aviation Committee and are approved.

For the WAR AVIATION COMMITTEE:

JAMES B. NEWMAN, JR.
Colonel, Air Corps,
Executive. 11/20/42



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INTERDEPARTMENTAL
AIR TRAFFIC CONTROL BOARD
WASHINGTON, D. C.

Meeting No. 191 — November 21, 1942

Place: IATCB Room, Army Air Forces Annex #1, WASHINGTON, D. C.

Time: 9:00 a.m. - 10:00 a.m.

Alternates Present:

D. N. Logan, Commander USN
A. B. McMullen, Lt. Colonel, AC
H. F. Cole, CAA
J. J. Quinn, CAB

Acting Secretary: R. P. Hollingsworth, Captain, AC

Witnesses: C. L. Eva, Office, Chief of Engineers
John R. Nash, Captain, AC
E. W. Piltz, CAA

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SUBJECTS: Page No.

1. DANGER AREAS
A. PARIS, TEXAS - TRIANGULAR DIVISION CAMP SITE. . . . . 1
B. COHAY, SMITH COUNTY, MISSISSIPPI - BOMBING RANGE . . . . . 2
C. HARLINGEN, TEXAS - AERIAL GUNNERY RANGE . . . . . 2

2. MILITARY STRUCTURES & CANTONMENTS
A. NEW ORLEANS, LOUISIANA - SMALL ARMS FIRING RANGE . . . . 3
B. FORT BENJAMIN HARRISON, INDIANA - MINIATURE ANTIAIRCRAFT FIRING RANGE 4
C. ARCADIA, CALIFORNIA - SANTA ANITA PARK - MINIATURE ANTI-AIRCRAFT FIRING RANGE . . . . . 5

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1. DANGER AREAS
A. PARIS, TEXAS - CAMP MAXEY - TRIANGULAR DIVISION CAMP SITE

Discussion:

The Secretary of the Board presented a request from the Chief of Engineers, through the War Department Member, for approval of a Triangular Division Camp, known as Camp Maxey, near PARIS, TEXAS.

Findings:

1. Camp Maxey, a Triangular Division Camp near PARIS, TEXAS, was completed on October 15, 1942. An area of 12,200 acres is to be added to the present reservation and an artillery range constructed. The camp area, including the range, is described as follows:

> Beginning at Arthur City on the SLSF&T Railroad; thence SSW along said railroad to a point opposite Lake Crook at Latitude 33° 42' 30"; thence due west to Longitude 95° 44'; thence due north on said Longitude to Latitude 33° 52'; thence due east to Arthur City and the point of origin.

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2. Firing will be conducted up to and including 105 mm howitzers.

RECOMMENDATIONS:

1. That Camp Maxey, a Triangular Division Camp near Paris, TEXAS, including an artillery range, described as follows, be approved:

> Beginning at Arthur City on the SLSF&T Railroad; thence SSW along said railroad to a point opposite Lake Crook at Latitude 33° 42' 30"; thence due west of Longitude 95° 44'; thence due north on said Longitude to Latitude 33° 52'; thence due east to Arthur City and the point of origin.

2. That the above described area be designated a danger area and published in CAA Weekly Notices to Airmen and plotted on Coast and Geodetic Survey Aeronautical Charts.

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B. COHAY, SMITH COUNTY, MISSISSIPPI - BOMBING RANGE

Discussion:

The Secretary of the Board presented a request from the Headquarters, Army Air Forces Specialized Flying School, Jackson, Mississippi, through the War Department Member, for establishment of a Danger area over a bombing range at COHAY, SMITH COUNTY, MISSISSIPPI.

Findings:

In Meeting No. 64 an area described as approximately 3 miles north of COHAY, MISSISSIPPI was approved for a proposed Army bombing range. Information has now been received that this site is a two-mile square area centered on Latitude 31° 59', Longitude 89° 36'.

RECOMMENDATIONS:

That records be corrected to show the bombing range approved in Meeting No. 64, 3 miles north of COHAY, MISSISSIPPI, as being a two-mile square area centered on Latitude 31° 59', Longitude 89° 36', and that this area be designated a danger area, published in CAA Weekly Notices to Airmen, and plotted on Coast and Geodetic Survey Aeronautical Charts.

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C. HARLINGEN, TEXAS - AERIAL GUNNERY RANGE

Discussion:

The Secretary of the Board presented a request from the Director of Base Services, through the War Department Member, for approval of an aerial gunnery range for use by the HARLINGEN GUNNERY SCHOOL, TEXAS.

Findings:

1. The aerial gunnery range requested is described as follows:



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4. Firing on this range will not be above the horizontal.

RECOMMENDATIONS:

1. That a Ground-to-Ground Gunnery Range, described below, for use by the EL PASO, TEXAS, Army Air Field, be approved:

Northern Boundary - Latitude 31° 44', Eastern Boundary - Longitude 106° 15', Southern Boundary - Latitude 31° 41', Western Boundary - Longitude 106° 17'.

2. That agencies proposing to establish gunnery ranges which may constitute a hazard to aircraft in flight, submit such proposals to the IATCB for determination as to whether or not such activities constitute an actual hazard to aircraft operations.

* * * * *

B. CHESTERFIELD, VIRGINIA - CAMP LEE - QUARTERMASTER SCHOOL.

Discussion:

The Secretary of the Board presented a request from the Corps of Engineers for the approval of Small Arms Ranges at a site in the vicinity of CHESTERFIELD, VIRGINIA for use by the Quartermaster School, CAMP LEE, VIRGINIA.

Findings:

1. The Small Arms Ranges requested for firing up to 37 millimeters, lie within an area described as follows:

Beginning on U. S. Route #60 at Longitude 77° 33' 30"; thence Northeasterly to its intersection with NEWBYS BRIDGE ROAD at Longitude 77° 35'; thence East-Southeasterly in a straight line to State Highway No. 10; thence Southerly along this road to the town of CHESTER; thence Southwest in a straight line to WOODPECKER ROAD at Longitude 77° 33'; thence Northwesterly along said road to the town of BEACH; thence Northwest in a straight line to U. S. Highway #60 and the point of origin.

2. The Small Arms Ranges include Antitank and Antiaircraft Gunnery Practice (use of Sand Table Type with Moving Targets and employing sub-caliber weapons).

3. The ranges are used in connection with an Officer Candidate Course at CAMP LEE, VIRGINIA.

4. Mr. Kruse (Office, Corps of Engineers) advises that firing will be practically continuous.

5. The area requested partially lies on the Northeast leg of the Crewe Radio Range, and is 28 miles from the Crewe Radio Range. It is approximately 12 miles from the Richmond Radio Range and 8 miles from the site approved in Meeting No. 152 for Civil Pilot Training Operations, known as the Wherry Farm site.

RECOMMENDATIONS:

1. That Small Arms Ranges, lying within an area described below, near CHESTERFIELD, VIRGINIA, be approved for horizontal firing by the Quartermaster School, CAMP LEE, VIRGINIA:

Beginning on U. S. Route #60 at Longitude 77° 33' 30"; thence Northeasterly to its intersection with NEWBYS BRIDGE ROAD at Longitude 77° 35'; thence East-Southeasterly in a straight line to State Highway No. 10; thence Southerly along this road to the town of CHESTER; thence Southwest in a straight line to WOODPECKER ROAD at Longitude 77° 33'; thence Northwesterly along said road to the town of BEACH; thence Northwest in a straight line to U. S. Highway #60 and the point of origin.

2. That arrangements be made to cease firing upon the approach of aircraft in dangerous proximity of the range.

* * * * *

C. MEDFORD, OREGON, CAMP WHITE- RECONSIDERATION OF LOCATION OF ARTILLERY RANGE.

Discussion:

The Secretary of the Board presented a request from the Director of Base Service for further investigation and appropriate action pertaining to the unsatisfactory arrangement in connection with the Artillery Firing Range at CAMP WHITE, MEDFORD, OREG



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Findings:

1. The following report has been submitted by the Military Air Traffic Control Section, War Organization and Movement, AAF:

"This site was discovered as being in use for Army Ground Forces in conjunction with an artillery firing range and firing howitzers as far up as 17,000 feet. The site is located directly on the North leg of the Medford, Oregon Radio Range between the range station and the fan marker. In Meeting No. 139 the IATCB made a temporary recommendation that day and night contact flights be rout via Medford, Grants Pass, Roseburg, Eugene, and that no firing be conducted on the artillery range when instrument flight conditions prevail between Medford and Eugene. The CAA Regional Manager, Seattle, was contacted to determine if the North leg of the Medford Radio Range could be reoriented or the Medford Range station be relocated. He has advised that the only possible solution is to relocate the Medford Radio Station in the vicinity of Grants Pass. This is not otherwise 'satisfactory' because it would remove from the Medford Airport the radio facilities needed for approach to that airport. The Medford Airport was located in that vicinity because of the fact that the valley in which it lies is more frequently clear of clouds than any of the surrounding country. Further, the Army has communications facilities and refueling facilities at the Medford Airport. The Army Ground Forces were then contacted to see if it would be practicable to remove artillery firing range to some other location in the near vicinity but which would permit unrestricted use of the North leg of the Medford Radio Range. They have not, as yet, reported any possibility of such relocation. Pending any other solution the temporary solution of the IATCB is in effect."

2. The CAA member reported that it is impossible to reroute the airway and still serve the Medford Airport with radio range facilities.

RECOMMENDATIONS:

1. That the Artillery Firing Range at CAMP WHITE, MEDFORD, OREGON, be relocated to correct the dangerous condition existing at the present time and that the following recommendations in Meeting No. 139 be reaffirmed pending such relocation:

"1. That effective September 14, 1942, contact day and night flights between Eugene and Medford be routed via the established line of light beacons through ROSEBURG, COW CREEK and GRANTS PASS.

"2. That high angle ground-to-ground firing or ground-to-air firing in the Camp White reservation be prohibited during periods when flights are conducted over Amber Airway No. 1 between Medford and Eugene under instrument flight rules.

"3. That the Commanding Officer of Camp White be responsible for maintenance of adequate liaison with the SEATTLE Air Traffic Control Center through the CAA Medford Communication Station."

2. That the Commanding Officer at Camp White, MEDFORD, OREGON, be required to discontinue fire when advised by the CAA SEATTLE Airway Traffic Control Division that the use of this airway is required for instrument flight.

* * * * * * * *

4. RADIO RANGE: MATHIS, TEXAS - RADIO LOCALIZER FOR NAVY.

Discussion:

The Secretary of the Board presented a request from the Navy Department member for approval of a YA-1 radio localizer for the Navy at MATHIS, TEXAS.

Findings:

1. The location is on the edge of Green Airway No. 6 but is not within the Range Approach Channel established in Meeting No. 104.

2. The Navy Department member stated that the proposed site is within the



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INTERDEPARTMENTAL
AIR TRAFFIC CONTROL BOARD
Washington, D. C.

Meeting No. 188 November 12, 1942

Time: 1:00 p.m. to 5:00 p.m.

Place: IATCB Room, Army Air Forces, Annex #1, Washington, D. C.

Members Present:

J. B. Voit, Commander, USN, Presiding
J. S. Marriott, Lt. Colonel, AC
Gus Leazar, CAB

Alternate Present:

H. F. Cole, CAA

Secretary: J. B. Hartranft, Jr., Major, AC

Witnesses Appearing:

John R. Nash, Captain, AC
E. W. Piltz, CAA
J. R. Yarrow, CAA
J. Kirk Baldwin, CPT-CAA

SUBJECTS:

1. AIRPORTS: Page No.

A. MADERA, CALIFORNIA - EMERGENCY LANDING FIELD . . . . . .
B. DENTON, TEXAS - RELOCATION OF ELEMENTARY SCHOOL . . . . .

2. 2. DANGER AREAS:

A. HIGLEY, ARIZONA - WILLIAMS FIELD, USE OF TARGETS . . . . .
B. THREE AREAS BETWEEN CAPE FEAR, NORTH CAROLINA AND GALVESTON, TEXAS - TOWED TARGET GUNNERY RANGES . . . . . .
C. JESSUP, GEORGIA - BOMBING, AERIAL GUNNERY AND SMALL ARMS RANGES . . . . . .

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1. AIRPORTS:

A. MADERA, CALIFORNIA - EMERGENCY LANDING FIELD.

Discussion:

The Secretary of the Board presented a request from the Director of Base Services, concurred in by the Assistant Chief of Air Staff, submitted through the War Department member, for approval of the Madera Municipal Airport for use as an emergency landing field and for cross-country flights by the West Coast Army Air Forces Training Center.

Findings:

The proposed site is located approximately 2 miles West of MADERA, CALIFORNIA, within Amber Airway No. 1, at Latitude 36° 58', Longitude 120° 05'.

RECOMMENDATIONS:

That this case be referred to the Los Angeles IATCB Subcommittee for investigation.

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B. DENTON, TEXAS - RELOCATION OF ELEMENTARY SCHOOL.

Discussion:

The Secretary of the Board presented a request from the Director of Base Services, concurred in by the Assistant Chief of Air Staff, and submitted through the War Department member, for approval of a site near DENTON, TEXAS, for a Civil Contract School.

Findings:

1. The proposed site is located 4 miles Southwest of DENTON, TEXAS, within Amber Airway No. 4 at Latitude 33° 09', Longitude 97° 10' 30".

2. This site is to be substituted for the site approved in Meeting No. 149 on September 7, 1942, located 9 miles West of DENTON at Latitude 33 13' 15", Longitude 97 17' 30".

RECOMMENDATIONS:

1. That a site located 4 miles Southwest of DENTON, TEXAS, at Latitude 33° 09' Longitude 97° 10' 30", be approved for an Army Civil Contract School.

2. That approval of a site located 9 miles West of DENTON, TEXAS, at Latitude 33° 13' 15", Longitude 97° 17' 30", previously approved at Meeting No. 149 for use as a Civil Elementary Training School, be rescinded.

* * * * * * *

2. DANGER AREAS:

A. HIGLEY, ARIZONA - WILLIAMS FIELD, USE OF TARGETS.

Discussion:

The Secretary of the Board presented a telegram from the Los Angeles IATCB Subcommittee concerning use of Targets T-9, T-10, and T-11 until February 13, 1943.

Findings:

1. At Meeting No. 150, September 8, 1942, bomb target sites T-9 and T-11 were approved for use by Williams Field, HIGLEY, ARIZONA, until January 1, 1943.

2. At Meeting No. 183, November 2, 1942, bomb target site T-10 was approved for use by Williams Field, HIGLEY, ARIZONA for bombing at an altitude below 200 feet until January 1, 1943.

3. At Meeting No. 185, the request for use of these bomb target sites until February 13, 1943 was deferred to the Los Angeles IATCB Subcommittee for recommendations.

4. The following telegram was received from the Los Angeles IATCB Subcommittee:

"4AF N33iE PERIOD CITE AFICB N711 PERIOD REQUEST FOR EXTENSION OF TIME LIMIT ON USE OF TARGETS TEE 9 COMMA 10 COMMA AND 11 IS APPROVED PERIOD."

RECOMMENDATIONS:

1. That bomb target sites T-9 and T-11, approved at Meeting No. 150 for use by Williams Field, HIGLEY, ARIZONA until January 1, 1943, be granted an extension of time until February 13, 1943.

2. That bomb target site T-10, approved at Meeting No. 183 for use by Williams Field, HIGLEY, ARIZONA, for bombing at an altitude below 200 feet until January 1, 1943, be granted an extension of time until February 13, 1943 and that the maximum bombing altitude be increased to 500 feet.



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3. That the new Federal Airway from SAN DIEGO, CALIFORNIA to TUCSON, ARIZONA be not designated a Federal Airway until February 14, 1943 at which time the use of Targets T-9, T-10 and T-11 shall be discontinued.

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B. THREE AREAS BETWEEN CAPE FEAR, NORTH CAROLINA AND GALVESTON, TEXAS - TOWED TARGET GUNNERY RANGES.

Discussion:

The Secretary of the Board presented a request from the Director of Base Services, originating from Headquarters, Third Air Force, submitted through the War Department member, for approval of three areas between CAPE FEAR, NORTH CAROLINA and GALVESTON, TEXAS for use by the Third Air Force for towed target aerial gunnery ranges.

Findings:

1. Area #1 is described as follows:

> Beginning at the South edge of SMITH ISLAND near CAPE FEAR at Longitude 78°; thence due South on said Longitude to Latitude 33° 15'; thence Southwest in a straight line to Longitude 79° 30', Latitude 32°; thence West on said Latitude to Longitude 80°; thence Southwest in a straight line to Longitude 80° 45', Latitude 31°; thence West on said Latitude to the East edge of Amber Airway #7; thence North on said airway to the South edge of the existing Towed Target Gunnery Range, used by operations out of Hunter Field, SAVANNAH, GEORGIA, between OSSABAW ISLAND and SKIDAWAY ISLAND; thence from the Northeast point of SKIDAWAY ISLAND along the Eastern seaboard to the Southwest corner of the PARRIS ISLAND Danger Area; thence encompassing said Danger Area and extending to the South shore of ST. HELENA SOUND; thence continuing along the ATLANTIC SHORE to the Southwest edge of the Myrtle Beach Danger Area; thence encompassing said area to LITTLE RIVER INLET; thence continuing along the shore line to the South edge of SMITH ISLAND and the point of origin.

2. The above described area encompasses the Myrtle Beach Danger Area which was approved in Meeting No. 45, the Parris Island Danger Area, approved in Meeting No. 98, and the Ossabaw Island and Skidaway Island Danger Areas, which have never been approved, but which have been carried in the Weekly Notices to Airmen for a considerable length of time.

3. It is further noted that Area #1 encompasses the Parris Island Marine Corps Danger Area, and is also extended in the vicinity of BRUNSWICK, GEORGIA, which was assigned to the Navy in Meeting No. 168.

4. Commander Voit informed the IATCB that he will interpose no objection to the Navy area being encompassed by a larger Danger Area. He also advised that the Navy will ask for a reservation in or addition to this larger Danger Area for future operations out of BRUNSWICK, GEORGIA.

5. Area #2 is described as follows:

> Beginning at the South edge of the area reserved for the Army under the Army-Navy Agreement; thence extending Northerly and Westerly along said 25 mile area to the West edge of the area assigned to the Army. The West edge of said area is at Longitude 86° 41'.

6. All existing Danger Areas in the above described area are to be removed as individual Danger Areas and operations will be conducted in the future within the 25-mile area as described.



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7. The use of this area has already been coordinated within the Army Air Forces.

8. Area #3 is described as follows:

Beginning at the West edge of the Navy Area Southwest of MOBILE, ALABAMA; thence to Longitude 88° 18'; thence continuing on this Longitude to Latitude 29° 30'; thence West on said Latitude to Longitude 88° 30'; thence South on said Longitude to Latitude 28° 30'; thence West on said Latitude to Longitude 91° 30'; thence North on said Longitude to Latitude 29°; thence West on said Latitude to Longitude 94° 15'; thence due North on said Longitude to the South and East edges of the GALVESTON Danger Area; thence to HIGH ISLAND; thence Easterly along the GULF COAST line in TEXAS, LOUISIANA, and MISSISSIPPI to the point of origin, with the exception of that area over-water covered by Green Airway No. 6. In this vicinity the Danger Area will extend South of the South edge of Green Airway No. 6.

9. The three proposed areas, as described above, are now in use.

10. The definition of a "Caution Area", "Danger Area", and "Prohibited Area", as approved in Meeting No. 163, September 29, 1942, is as follows:

CAUTION AREA: An area in which a visible hazard to aircraft in flight exists and which should be avoided if practicable.

DANGER AREA: An area in which an invisible hazard to aircraft in flight exists and in which the flight of aircraft will not be conducted without specific authority.

PROHIBITED AREA: An area in which flight of all aircraft, except those actually engaged in defense missions, is prohibited. (At present there are only two such areas - Air Space Reservations - established by Executive Order).

11. It is necessary that Army, Navy, and Civil Air Patrol planes operating in all the water areas described herein, conducting anti-submarine patrol, take precedence over training missions in these areas.

12. The three proposed areas encompass either part or in whole other existing approved Danger Areas.

13. A portion of the area requested is covered by the Army and Navy Agreement of September 19, 1942 which has been recognized by the IATCB.

14. The Board considers that the use of these large Danger Areas by activities requiring their use for gunnery and bombing can be coordinated by local agreement.

RECOMMENDATIONS:

1. That the following described area (Area #1) be approved as a Danger Area:

Beginning at the South edge of SMITH ISLAND near CAPE FEAR at Longitude 78°; thence due South on said Longitude to Latitude 33° 15'; thence Southwest in a straight line to Longitude 79° 30', Latitude 32°; thence West on said Latitude to Longitude 80°; thence Southwest in a straight line to Longitude 80° 45', Latitude 31°; thence West on said Latitude to the East edge of Amber Airway #7; thence North on said airway to the South edge of the existing Towed Target Gunnery Range, used by operations out of Hunter Field, SAVANNAH, GEORGIA, between Ossabaw Island and Skidaway Island; thence from the Northeast point of Skidaway Island along the Eastern seaboard to the Southwest corner of the PARRIS ISLAND Danger Area; thence encompassing said Danger Area and extending to the South shore of ST. HELENA SOUND; thence continuing along the ATLANTIC SHORE to the Southwest edge of the MYRTLE BEACH Danger Area; thence encompassing said area to LITTLE



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RIVER INLET; thence continuing along the shore line to the South edge of SMITH ISLAND and point of origin.

2. That the Danger Areas enclosed in the above described area be deleted from Aeronautical Charts and the previous approval of these Danger Areas be rescinded.

3. That the activities requiring the use of this overwater area be coordinated by local agreement as to the portion to be used by each activity.

4. That signed copies of such local agreement (including appropriate maps) be furnished the Secretary of the IATCB.

5. That if local agreement cannot be arrived at, the proposal be submitted to the IATCB Subcommittee for recommendation to the IATCB.

6. That appropriate neutral zones be agreed upon between local adjacent activities in order to permit access through the areas and promote safety.

7. That the following described area (Area #2) be approved as a Danger Area:

Beginning at the South edge of the area reserved for the Army under the Army-Navy Agreement; thence extending Northerly and Westerly along said 25 mile area to the West edge of the area assigned to the Army. The West edge of said area is at Longitude 86° 41'.

8. That the approval of the existing Danger Areas, wholly or partially within this 25-mile offshore area be rescinded and deleted from Aeronautical Charts.

9. That approval of the circular demolition bombing Danger Area located 40 miles West of TAMPA BAY and outside the 25-mile offshore Danger Area be rescinded and deleted from Aeronautical Charts.

10. That the coordination of activities within this area be carried out within the Army Air Forces.

11. That the following described area (Area #3) be approved for a Danger Area:

Beginning at the West edge of the Navy Area Southwest of MOBILE, ALABAMA; thence to Longitude 88° 18'; thence continuing on this Longitude to Latitude 29° 30'; thence West on said Latitude to Longitude 88° 30'; thence South on said Longitude to Latitude 28° 30'; thence West on said Latitude to Longitude 91° 30'; thence North on said Longitude to Latitude 29°; thence West on said Latitude to Longitude 94° 15'; thence due North on said Longitude to the South and East edges of the GALVESTON Danger Area; thence to HIGH ISLAND; thence Easterly along the GULF COAST line in TEXAS, LOUISIANA, and MISSISSIPPI to the point of origin, with the exception of that area over-water covered by Green Airway No. 6. In this vicinity the Danger Area will extend South of the South edge of Green Airway No. 6.

12. That activities requiring the use of this area be coordinated by local agreement as to the portion to be used by each activity.

13. That signed copies of such local agreement (including appropriate maps) be submitted to the Secretary of the IATCB.

14. That if local agreement cannot be arrived at, the proposal be submitted to the IATCB Subcommittee for recommendations to the IATCB.

15. That appropriate neutral zones be agreed upon between local adjacent activities in order to permit access through the areas and promote safety.

16. That Areas #1, #2, and #3 be published in CAA "Weekly Notices to Airmen" and plotted on Coast and Geodetic Survey Aeronautical Charts.

17. That actual military operations, such as Army, Navy, and Civil Air Patrol anti-submarine patrols, take precedence over training activities in these Danger Areas.



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Meeting No. 188 November 12, 1942

C. JESSUP, GEORGIA - BOMBING, AERIAL GUNNERY AND SMALL ARMS RANGE.

Discussion:

The Secretary of the Board presented a request from the Director of Base Services, originating from Headquarters 3rd A. F., submitted through the War Department member, for approval of 2 areas for use as bombing, aerial gunnery, and small arms ranges, in the vicinity of SAVANNAH, GEORGIA and JESSUP, GEORGIA.

Findings:

1. Area #1 located in the vicinity of SAVANNAH, GEORGIA, is described as follows:

Beginning at the town of GLENNVILLE; thence due North to Longitude 81° 56', Latitude 32° 05'; thence Northeast to the town of DAISY on the SAL railroad; thence Easterly along said railroad to the town of GROVELAND; thence Southeast to a point at Longitude 81° 52', Latitude 32° 03' 30" on the OGEECHEE RIVER; thence South to Longitude 81° 51', Latitude 31° 55' 30" on the ACL railroad; thence Southwesterly along said railroad to the town of FLEMING; thence Westerly to the town of HINESVILLE; thence Westerly to Longitude 81° 50' 30", Latitude 31° 50' on the C&G railroad; thence Northwesterly to GLENNVILLE and the point of origin.

2. Area #2, located in the vicinity of JESSUP, GEORGIA is described as follows:

Beginning at the town of ALLENHURST on the ACL railroad; thence Easterly to the town of RICEBORO on the SAL railroad; thence Southwesterly along said railroad to its intersection with the ALTAMAHA RIVER; thence Northwesterly along the meanders of said river to Longitude 81° 44' 30", Latitude 31° 36' 30"; thence due North to the town of LUDOWICI on the ACL railroad; thence Northeast along said railroad to ALLENHURST and point of origin.

RECOMMENDATIONS:

1. That the following described area, located in the vicinity of SAVANNAH, GEORGIA, be approved for use as bombing, aerial gunnery and small arms ranges:

Beginning at the town of GLENNVILLE; thence due North to Longitude 81° 56', Latitude 32° 05'; thence Northeast to the town of DAISY on the SAL railroad; thence Easterly along said railroad to the Town of GROVELAND; thence Southeast to a point at Longitude 81° 52', Latitude 32° 03' 30" on the OGEECHEE RIVER; thence South to Longitude 81° 51', Latitude 31° 55' 30" on the ACL railroad; thence Southwesterly along said railroad to the town of FLEMING; thence Westerly to the town of HINESVILLE; thence Westerly to Longitude 81° 50' 30", Latitude 31° 50' on the C&G railroad; thence Northwesterly to GLENNVILLE and the point of origin.

2. That the following described area, located in the vicinity of JESSUP, GEORGIA be approved for use as bombing, aerial gunnery, and small arms ranges:

Beginning at the town of ALLENHURST on the ACL railroad; thence Easterly to the town of RICEBORO on the SAL railroad; thence Southwesterly along said railroad to its intersection with the ALTAMAHA RIVER; thence Northwesterly along the meanders of said river to Longitude 81° 44' 30", Latitude 31° 36' 30"; thence due North to the town of LUDOWICI on the ACL railroad; thence Northeast along said railroad to ALLENHURST and point of origin.





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Meeting No. 188 November 12, 1942

3. That the above described areas be designated Danger Areas, published in CAA "Weekly Notices to Airmen" and plotted on Coast and Geodetic Survery Aeronautical Charts.

4. That previous approval of Danger Areas inclosed within the areas described herein, be rescinded and deleted from Aeronautical Charts.

* * * * * * * * *

J. B. HARTRANFT, JR.
Major, A.C.,
Secretary, LATCB

EARL F. WARD
CAA Representative.

GUS LEAZAR
CAB Representative.

J. B. VOIT
Commander, USN,
Navy Representative.

J. S. MARRIOTT,
Lt. Colonel, A.C.,
War Department Representative

The above recommendations are within the policies established by the War Aviation Committee and are approved.

For the WAR AVIATION COMMITTEE:

JAMES B. NEWMAN, JR.,
Colonel, Air Corps,
Executive.



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INTERDEPARTMENTAL
AIR TRAFFIC CONTROL BOARD
WASHINGTON, D. C.

Meeting No. 187 November 11, 1942

Place: IATCB Room Army Air Forces Annex No. 1, Washington, D. C.

Time: 1:00 p.m. to 5:00 p.m.

Members Present:

J. B. Voit, Commander, USN, Presiding
J. S. Marriott, Lt. Col., A.C.
Gus Leazar, CAB

Alternate Present:

H. F. Cole, CAA

Secretary: J. B. Hartranft, Jr., Major, A.C.

Witnesses Appearing:

J. R. Nash, Captain, A.C., Buildings & Grounds Division
J. R. Yarrow, CAA-Airport Division
J. Kirk Baldwin, CAA-Civilian Pilot Training
E. W. Piltz, CAA-Flight Information Section

SUBJECTS: Page No.

1. AIRPORT - SAN NICOLAS ISLAND, CALIFORNIA - AMENDMENT OF RECOMMENDATIONS IN MEETING NO. 152 ..... 1

2. MEMORANDUM FOR THE RECORD - GOLDSBORO, NORTH CAROLINA - CHANGE IN NAME OF MUNICIPAL AIRPORT ..... 2

* * * * * * * * * * *

1. AIRPORT - SAN NICOLAS ISLAND, CALIFORNIA - AMENDMENT OF RECOMMENDATION IN MEETING NO. 152

Discussion:

The Secretary of the Board presented a request from the Director of Base Services, received through the War Department Member, for a revision of the recommendation in Meeting No. 152 approving the airport at SAN NICOLAS ISLAND, CALIFORNIA for the Fourth Air Force.

Findings:

1. At Meeting No. 152 the Board made the following recommendation:

"That the site on SAN NICHOLAS ISLAND, CALIFORNIA, located at Latitude 33° 14', Longitude 119° 28', be approved for use as a base for one Fighter Squadron of the Fourth Air Force, provided

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satisfactory arrangements are made with local Navy Authorities and control of the field is vested in the Navy."

2. Record and Routing Sheet dated October 15, 1942 to the War Department Member from the Director of Base Services reads as follows:

"1. In accordance with the suggestion of Commander Voit, Navy representative on the IATCB, this office contacted the Bureau of Aeronautics and discussed with Commander Logan the situation at San Nicolas Island, off the coast of California. Commander Logan advised that the Bureau of Aeronautics has no objections to the IATCB revising its previous clearance at this location to indicate that an airport on the island would be made available to the Army Air Forces with the understanding that it can be used by the Navy in the event such use is required.

"2. The previous clearance on this field was indicated at Meeting #152. It is requested that this action be revised to indicate that the Army Air Forces will be given unrestricted use and jurisdiction of this field if the Secretary of the Navy will transfer the property to the Army or issue a permit. The Chief of Engineers has been requested to write the Navy Department in this respect."

3. Captain Buckles, Buildings and Grounds Division, advises that Chief of Engineers had written to the Navy Department in accordance with paragraph 2 of the above quoted Record and Routing Sheet and that the Navy Department had indicated approval by telephone.

RECOMMENDATIONS:

1. That the following recommendation in Meeting No. 152 be rescinded:

"That the site on SAN NICOLAS ISLAND, CALIFORNIA, located at Latitude 33° 14', Longitude 119° 28', be approved for use as a base for one Fighter Squadron of the Fourth Air Force, provided satisfactory arrangements are made with local Navy authorities and control of the field is vested in the Navy."

2. That the site on SAN NICOLAS ISLAND, CALIFORNIA, located at Latitude 33° 14', Longitude 119° 28', be approved for use by the Fourth Air Force, provided the transfer of land or permit is approved by the Secretary of the Navy.

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2. MEMORANDUM FOR THE RECORD - GOLDSBORO, NORTH CAROLINA - CHANGE IN NAME OF MUNICIPAL AIRPORT

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The Goldsboro, North Carolina Municipal Airport, approved in Meeting No. 125, for First Air Force Heavy Bombardment Base and designated in Meeting No. 135 as "Goldsboro Field" has now been officially designated as the "SEYMOUR-JOHNSON FIELD" according to letter to the IATCB dated November 7, 1942 from the Operations Officer at Goldsboro.

* * * * * * * * * * *

J. B. HARTRANFT, JR.
Major, A.C.
Secretary, IATCB 11/14/42.

EARL F. WARD
CAA MEMBER

J. S. MARRIOTT
LT. COLONEL, A.C.
WAR DEPARTMENT MEMBER

J. B. VOIT
COMMANDER, USN
NAVY DEPARTMENT MEMBER

GUS LEAZAR
CAB MEMBER

The above recommendations are within the policies established by the War Aviation Committee and are approved.

For the WAR AVIATION COMMITTEE:

JAMES B. NEWMAN, JR.
COLONEL, AIR CORPS
EXECUTIVE 11/14/42.



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INTERDEPARTMENTAL
AIR TRAFFIC CONTROL BOARD
Washington, D. C.

EMK

November 14, 1942

Meeting No. 189

Place: IATCB Room, Army Air Forces Annex #1, Washington, D. C.

Time: 9:00 A.M. to 11:00 P.M.

Members Present:

J. B. Voit, Commander, USN, Presiding
J. S. Marriott, Lt. Colonel, AC
Gus Leazar, CAB

Alternate: H. F. Cole, CAA

Secretary: J. B. Hartranft, Jr., Major, AC

Witnesses: J. R. Yarrow, CAA
J. Kirk Baldwin, CPT-CAA
John R. Nash, Captain, AC

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B. LAREDO, TEXAS - MAIN BASE AND AUXILIARY - FLEXIBLE GUNNERY SCHOOL... 2
C. GARDEN CITY, KANSAS - AUXILIARY #1 - BASIC FLYING TRAINING..... 3
D. AKRON, OHIO - LIMITATION OF AERIAL OPERATIONS AT MUNICIPAL AIRPORT AND OVER THE GOODYEAR TIRE AND RUBBER COMPANY PLANT AND THE RUBBER RESERVE COMPANY..... 3
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1. AIRPORTS:

A. COLUMBIA, SOUTH CAROLINA - OWENS (MUNICIPAL) AIRPORT - FOR CIVILIAN PILOT TRAINING AND ENLARGED TRAINING AREA.

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Discussion:

The Secretary of the Board presented a request from the CAA Member for approval of a training area for use in connection with the Civilian Pilot Training Program at COLUMBIA, SOUTH CAROLINA.

Findings:

1. The Hawthorne Flying Service, Inc., COLUMBIA, SOUTH CAROLINA, on August 6 requested an extension of the flying training area in the vicinity of the Owens (Municipal) Airport, COLUMBIA, SOUTH CAROLINA described approximately as being between Latitudes 34° 05' and 33° 23', and Longitude 81° 05' and 80° 55'.

2. The operations at COLUMBIA, SOUTH CAROLINA, are restricted to the North by Camp Jackson and to the West by the City of Columbia. The proposed area overlaps three of the Columbia Radio Range legs.

3. The Owens (Municipal) Airport, COLUMBIA, SOUTH CAROLINA, located at Latitude 33° 59', Longitude 81° 00', 2 miles Southwest of COLUMBIA, has never been formally approved for Civilian Pilot Training operations.

RECOMMENDATIONS:

1. That the CAA instruct the Hawthorne Flying Service, Inc., COLUMBIA, SOUTH CAROLINA, to lay out local flying areas, the boundaries of which can be readily recognized by pilots using them and that such areas be located off the oncourse signals of the Columbia Radio Range and be coordinated with other existing local activities.

2. That the Owens (Municipal) Airport, COLUMBIA, SOUTH CAROLINA, located at Latitude 33° 59', Longitude 81° 00', be approved for Civilian Pilot Training Operations.

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B. LAREDO, TEXAS - MAIN BASE AND AUXILIARY - FLEXIBLE GUNNERY SCHOOL.

Discussion:

The Secretary of the Board presented a request from the Director of Base Services for approval of the use of an Auxiliary Field within the Laredo Aerial Gunnery Range, LAREDO, TEXAS.

Findings:

1. The auxiliary field requested is located at Latitude 28° 12', Longitude 100° 05', 33 miles Northwest of the Main Base. It will be used for emergency landings and for general inspection of targets.

2. It lies within an area approved in Meeting No. 74 as an aerial gunnery range in connection with the Flexible Gunnery School at LAREDO, TEXAS. This area was redefined in Meeting No. 106.

3. In Meeting No. 122 the site for a Ground Gunnery Range was approved.

4. The Main Base for the Flexible Gunnery School, LAREDO, TEXAS, located at Latitude 27° 34', Longitude 99° 27' 20", 5 miles Northeast of the city limits, has not been formally approved by the Board.

RECOMMENDATIONS:

1. That the Main Base for the Flexible Gunnery School, LAREDO, TEXAS, locate at Latitude 27° 34', Longitude 99° 27' 20", 5 miles Northeast of the city limits, be approved.



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INTERDEPARTMENTAL
AIR TRAFFIC CONTROL BOARD
WASHINGTON, D. C.

Meeting No. 186 : November 10, 1942

Place: IATCB Room, Army Air Forces Annex #1, WASHINGTON, D. C.

Time: 1:00 p.m. to 5:00 p.m.

Members Present:

J. B. Voit, Commander, USN, Presiding
J. S. Marriott, Lt. Colonel, AC
Gus Leazar, CAB

Alternate: H. F. Cole, CAA

Secretary: J. B. Hartranft, Jr., Major, AC

Witnesses: John R. Nash, Captain, AC
J. R. Yarrow, CAA
A. M. Kruse, Office Chief of Engineers
J. Kirk Baldwin, CPT-CAA
E. W. Piltz, CAA
W. J. Mackenzie, CAA

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Meeting No. 186 November 10, 1942

1. RADIO ANTENNA TOWERS
AKRON, OHIO - RADIO STATION WJW

Discussion:

Mr. W. J. Mackenzie of the CAA presented a request for the approval of relocation of a four-element directional array for use by Station WJW, AKRON, OHIO.

Findings:

1. The site requested for the relocation of the radio antenna tower is at Latitude 41 19' 56", Longitude 81 43' 38", Northwest of the intersection of Ohio State Highway No. 94 and Walling Road, Cuyahoga County, Ohio.

2. The following recommendations have been previously made by the IATCB:

Meeting No. 77 - That the proposed site of radio antennas for Station WJW, approximately 8½ miles North Northwest from the center of the City of Akron, Ohio, and at Latitude 41° 10' 00", Longitude 81° 34' 30", be disapproved.

Meeting No. 78 - That the CAA be instructed to flight check the proposed antenna array, located at Latitude 41° 10' 00", Longitude 81° 34' 30", and report to the IATCB as to whether or not it constitutes a hazard to contact flight between Cleveland and Akron, Ohio.

Meeting No. 80 - That the proposed site described as Latitude 41° 10' 00" and Longitude 81° 34' 30", be approved for relocation of radio towers for Station WJW, Akron, Ohio, subject to recommendations of Subject 5, Meeting No. 58, March 17, 1942.

3. The height of the tower is 255 feet, the over-all height above ground level is 258 feet and over-all height above mean sea level is 1520 feet.

4. It is now desired to relocate the tower previously approved in order that the Cleveland area may also be served.

RECOMMENDATIONS:

1. That a 255 feet four-element directional array for use by Station WJW, AKRON, OHIO, be approved, located at Latitude 41° 19' 56", Longitude 81° 43' 38", provided it is painted and lighted in accordance with CAA specifications.

2. That the approval granted in Meeting No. 80 for a radio antenna tower at Latitude 41° 10', Longitude 81° 34' 30", be rescinded.

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2. RADIO RANGE
DAGGETT, CALIFORNIA - REORIENTATION OF RADIO RANGE

Discussion:

The Secretary of the Board presented a request from the CAA Member for reorientation of the west course of the DAGGETT, CALIFORNIA, Radio Range.

Findings:

1. In Meeting No. 86 of the IATCB, the following recommendation was made in connection with the PALMDALE, CALIFORNIA, Radio Range:





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Meeting No. 186 November 10, 1942

". . . That the West leg of the DAGGETT Radio Range be reoriented in a clockwise direction sufficiently to cause the center of the on course signal of this leg to coincide with the center of the oncourse signal of the Northeast leg of the Palmdale Radio Range at a point 10 miles from the Palmdale Radio Range Station."

2. The following letter dated July 29, 1942 from the Civil Aeronautics Administration, Santa Monica, California, to the Civil Aeronautics Administration, Washington, D. C. (Att: IATCB) was introduced:

"In connection with the proposed reorientation of the Daggett west course to fit in with the proposed channelizing procedure for the Palmdale Radio Range, a a flight check has been made of bombing targets in the Muroc Dry Lake danger area. . . . It appears that there are two specific bombing areas that should be abandoned if the west course of the Daggett range is to be moved 5° north as now proposed. Before definite action is taken to relocate this course, it is suggested that the Army be contacted to ascertain if they are willing to relocate these bombing areas. If this should prove impracticable, it is the recommendation of this office, that the Daggett west course remain on its present alignment.

"The west course of the Daggett range is so wide at its intersection with the northeast course of the Palmdale range that a channelized course would not be sufficiently accurate to make the channelizing in the vicinity of Palmdale sufficiently effective.

"If it should be decided to reorient the Palmdale course without moving the target, scheduled air carrier flights, both east and west, should fly in the "N" twilight zone of the range between the Daggett Station and the intersection of the Palmdale northeast and Daggett west courses.

"Contacts with the air carrier operators affected indicate that they will have no objections to the reorientation provided the danger areas are moved a distance comparable to the amount of range reorientation. This would necessitate moving the targets approximately five miles north of their present locations . . ."

3. The War Department Member advises that it will be impracticable to move the bombing targets of the Muroc Dry Lake Danger Area as they have been in use for many years and recommends that the west leg of the Daggett range remain in its present alignment. He further recommended that the Muroc Dry Lake bombing range be shown as a Danger Area, the Victorville bombing range be shown as a Danger area, and the Victorville Flying Training area which overlaps Green Airway No. 4 be shown as a Caution Area.

RECOMMENDATIONS:

1. That the West leg of the DAGGETT, CALIFORNIA, Radio Range, remain on its present alignment.

2. That the CAA Member make a further study of alternate methods of channelizing the Palmdale Radio Range.

3. That the present danger areas encompassing the Muroc Dry Lake bombing range, the Victorville Bombing Range and the Victorville Flying Training Area be redesignated in the following manner:

a. Muroc Dry Lake Bombing Range and the Victorville Bombing Range to be established as Danger Areas.

b. The Victorville Flying Training Area be established as a Caution Area.

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Meeting No. 186 November 10, 1942

3. AIRPORTS

A. COLUMBUS, INDIANA - CHANGES IN GROUND AIR SUPPORT AND ARMY BASIC AND ADVANCED TRAINING ASSIGNMENTS

Discussion:

The Secretary of the Board presented a request from the Director of Base Services for a correction in the assignment of Seymour Airport and the Municipal Airport, COLUMBUS, INDIANA.

Findings:

1. In Meeting No. 82 of the IATCB, a site located on Camp Atterbury, COLUMBUS, INDIANA, was approved as a Ground Air Support Base.

2. A site known as the Seymour Airport was approved for Army Basic Training in Meeting No. 93 but it has now been determined that Ground Air Support operations are conducted from this site which is 2 miles north of COLUMBUS, INDIANA.

3. The Municipal Airport, COLUMBUS, INDIANA, located3 miles South of Columbus was approved for Army Basic Training, in Meeting No. 92. It has been determined that Advanced Training is also being conducted at this site.

RECOMMENDATIONS:

1. That the approval granted in Meeting No. 82 for a site located on Camp Atterbury, COLUMBUS, INDIANA, for Ground Air Support Base, be rescinded.

2. That the approval granted in Meeting No. 93 for Army Basic Training at the Seymour Airport, COLUMBUS, INDIANA, be rescinded.

3. That the Seymour Airport, COLUMBUS, INDIANA, located 2 miles North of Columbus, be approved for Ground Air Support Base.

4. That Army Advanced Training, in addition to Army Basic Training, be approved at the Municipal Airport, COLUMBUS, INDIANA.

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B. TETER RANCH, COLORADO - OUTLYING FIELD FOR ARMY AIR BASE, COLORADO SPRINGS, COLORADO

Discussion:

The Secretary of the Board presented a request from the Director of Base Services for approval of the use of a site at Teter Ranch, COLORADO, for use as a landing field during maneuvers by the Army Air Base, COLORADO SPRINGS, COLORADO.

Findings:

1. The site at TETER RANCH, COLORADO, is an area one mile square centered on Latitude 38° 55' 45", Longitude 104° 03' 45", 35½ miles Northeast of the Main Base.

2. The Military Air Traffic Control Division advises that upon completion of the maneuvers, the field will be used for operations from the Army Air Base, COLORADO SPRINGS, COLORADO.

3. The Municipal Airport, COLORADO SPRINGS, COLORADO, was approved as a Ground Air Support Base for the Army in Meeting No. 82.



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Meeting No. 186 November 10, 1942

D. BEVERLY, MASSACHUSETTS - MUNICIPAL (JOHN MOUNTAN) AIRPORT - NAVY ANTISUBMARINE OPERATIONS

Discussion:

The Secretary of the Board presented a request from the Navy Department Member for approval of the non-exclusive use of the Municipal (John Mountan) Airport, BEVERLY, MASSACHUSETTS, as a base for anti-submarine operations as required by the Eastern Sea Frontier Command.

Findings:

1. In Meeting No. 142-3 the following site was approved for construction and placed on IATCB Planning Charts, assignment to be made at a later date.

BEVERLY, MASSACHUSETTS - Latitude 42° 35' 10", Longitude 70° 55, 2 miles Northwest of Beverly.

2. The Navy request for the use of this Airport was referred to the New York Subcommittee in Meeting No. 183. The Navy Member of the New York Subcommittee has advised the Navy Member of the IATCB that the Army has no objection to the proposed operations. The War Department Member checked with the Director of Air Defense who advises that they have no objection to this Navy and Coast Guard tactical operation.

RECOMMENDATIONS:

That the Municipal (John Mountan) Airport, located at Latitude 42° 35' 10", Longitude 70° 55', 2 miles Northwest of BEVERLY, MASSACHUSETTS, be approved for non-exclusive use by the Navy and Coast Guard as a base for antisubmarine operations as required by the Eastern Sea Frontier Command.

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E. DALLAS, TEXAS - LOVE FIELD - TRANSIENT COMMERCIAL AIRCRAFT

Discussion:

The Secretary of the Board presented a request from the CAA Member for approval of the use of Love Field, DALLAS, TEXAS, for itinerant and commercial traffic (radio controlled).

Findings:

1. Dallas, Texas was approved as a Modification Center in Meeting No. 64.

2. In Meeting No. 183 the IATCB approved CPT operations at Love Field, DALLAS, TEXAS, until the new base being constructed by Mr. Long of the Dallas Aviation School can be completed.

3. The following wire dated October 26, 1942 to the IATCB from the Regional Manager, CAA, at Fort Worth, Texas was introduced:

"Reports have reached this office that Commanding Officer at Love Field, Dallas, Texas, has issued orders closing this airport to all commercial and itinerant traffic except scheduled airlines effective midnight October 31. Also our understanding present fixed base operators being required to move all equipment from Love Field which will necessitate their obtaining airports at other locations and constructing new hangars and shop facilities. Telephone conversation this date with W. F. Long of Dallas Aviation School confirms this report insofar as his activities are concerned. Mr. Long stated it was his desire to continue use



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Meeting No. 186 November 10, 1942

RECOMMENDATIONS:

That TETER RANCH, COLORADO, located at Latitude 38° 55' 45", Longitude 104° 03' 45", 35½ miles Northeast of the Main Base, be approved for use as an outlying field by the Army Air Base, COLORADO SPRINGS, COLORADO.

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C. DEL RIO, TEXAS - VAL VERDE COUNTY AIRPORT - AUXILIARY FOR DEL RIO BOMBARDIER SCHOOL

Discussion:

The Secretary of the Board presented a request from the Director of Base Services for approval of the use of the Val Verde County Airport, DEL RIO, TEXAS, as an auxiliary to the Del Rio Bombardier School.

Findings:

1. The Val Verde County Airport, DEL RIO, TEXAS, is located at Latitude 29 22' 30", Longitude 100 49' 15", 5 miles East of Del Rio.

2. In Meeting No. 126, the IATCB recommended:

"1. That the recently completed Val Verde County Airport, Del Rio, Texas, not be abandoned nor Civil Operations prohibited therefrom.

"2. That a means for a coordination of the control of traffic from the two airports be worked out and agreed upon by the Army and commercial interests."

3. Information recorded in Meeting No. 153 indicates that the New Municipal Airport, DEL RIO, TEXAS, has been assigned to the Flying Training Command.

4. Mr. Yarrow advised that the Army airfield, according to CAA records, is located at Latitude 29° 22', Longitude 100° 48'. Buildings & Grounds Division, AAF, advises that this is the field at which the Del Rio Bombardier School is based.

5. Buildings & Grounds Division, AAF, advises that the approval granted in Meeting No. 64 for an Army Civil Elementary School applies to the Val Verde County Airport.

RECOMMENDATIONS:

1. That the Val Verde County Airport, DEL RIO, TEXAS, located at Latitude 29° 22 30", Longitude 100° 49' 15", 5 miles East of Del Rio, be approved as an auxiliary field for the Bombardier School at DEL RIO, TEXAS.

2. That operations at the above site be coordinated with existing activities.

3. That records be noted to show the Del Rio Bombardier School as located at Latitude 29° 22', Longitude 100° 48' (Army Field).

4. That records be amended to show the approval granted in Meeting No. 64 for an Army Civil Elementary School at DEL RIO, TEXAS, as applying to the Val Verde County Airport.

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of his shops and base at Love Field conducting his actual training activities from auxiliary fields, However, under the orders issued by Col. Ferguson, it was necessary for him to locate elsewhere. Closing of Love Field all except scheduled air carriers will deprive itinerant and commercial traffic of modern airport, facilities and hard surface runways in the immediate Dallas area. This office suggests if possible fixed base operators and radio controlled aircraft be permitted to continue use of Love Field, and if this is not considered feasible that closing order be delayed to allow ample time for operators to build new airport and hangar and shop facilities. Understand unofficially there is some objection on the part of Flying Training Command to closing Love Field, as Training Command has contracts with Dallas Aviation School."

4. Col. Ferguson, Fifth Ferrying Commend, advised by wire dated November 9, 1942 that the extent of Army operations at Love Field makes the use of that field by transient aircraft impracticable in that it will introduce hazards to existing operations.

5. The Army has leased Love Field for their exclusive use for the duration and are permitting scheduled air carrier operations and temporary CPT operations.

RECOMMENDATIONS:

That the request for the use of Love Field, DALLAS, TEXAS, by civil aircraft, other than scheduled air carriers and temporary CPT operations conducted by the Dallas Aviation School, be disapproved.

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F. HOLTVILLE, CALIFORNIA - NAVAL AIR STATION

Discussion:

The Secretary of the Board presented a request from the Navy Department Member for approval of the use of a site near HOLTVILLE, CALIFORNIA, for a Naval Air Station.

Findings:

The site requested near HOLTVILLE, CALIFORNIA, is located at Latitude 32° 50', Longitude 115° 16'.

RECOMMENDATIONS:

That a site near HOLTVILLE, CALIFORNIA, located at Latitude 32 50', Longitude 115 16', be approved for use as a Naval Air Station.

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G. MERCED, CALIFORNIA -ATHLONE AUXILIARY FIELD - ARMY AIR BASE

Discussion:

The Secretary of the Board introduced the following Memorandum to the IATCB from the Military Air Traffic Control Division, War Organization and Movement, dated November 6, 1942:

"On October 6 a request was made for approval of Auxiliary Field to Merced, California, at Athlone. In Meeting 169-A on October 8 the Board referred this request to the Los Angeles Subcommittee. In Meeting 178 the Memorandum for the Record states that Athlone Auxiliary Field was coordinated and cleared by the Board Members of the Los Angeles Subcommittee.



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Meeting No. 186 November 10, 1942

"This office has not been advised of the fact that clearance by a Sub-committee constitutes final clearance for any airport site.

"It is requested that Athlone Auxiliary Field to Merced, California, located at Latitude 37° 12', Longitude 120° 22' be formally approved by the Board and so recorded.

RECOMMENDATIONS:

That Athlone Auxiliary Field to MERCED, CALIFORNIA, located at Latitude 37° 12', Longitude 120° 22' be approved.

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H. BAINBRIDGE, GEORGIA - AUXILIARY FIELD #6 FOR BASIC FLYING TRAINING SCHOOL

Discussion:

The Secretary of the Board presented a request from the War Department Member for the approval of the Commodore Decatur Municipal Airport, BAINBRIDGE, GEORGIA, as auxiliary field #6 for use by the Basic Flying Training School at BAINBRIDGE, GEORGIA.

RECOMMENDATIONS:

1. That the Commodore Decatur Municipal Airport, located at Latitude 30° 54', Longitude 84° 36', BAINBRIDGE, GEORGIA, be approved for use as Auxiliary Field #6 for the Flying Training School, BAINBRIDGE, GEORGIA.

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4. DANGER AREAS
CLINTON, CONNECTICUT - HAMMONASETT POINT - MACHINE GUN FIRING

Discussion:

The Secretary of the Board presented a request from the Director of Base Services for redefinition of an area approved by the Board in Meeting No. 183 for Machine Gun Firing off Hammonasett Point near CLINTON, CONNECTICUT.

Discussion:

The Secretary of the Board presented a request from the Director of Base Services for redefinition of an area approved by the Board in Meeting No. 183 for Machine Gun Firing off Hammonasett Point near CLINTON, CONNECTICUT.

Findings:

1. The area desired is redefined as follows:

   Beginning at the town of Clinton at U.S. Highway #1; thence extending westwardly on said highway to the shore of Long Island Sound; thence along the Sound to a point south of the town of East River; thence due south from said point to Latitude 41° 13'; thence due east on said Latitude to a point due south of the town of Clinton; thence due north to Clinton and the point of origin.

2. All firing is to be conducted at Ground Targets on the shore. The over-water area is requested for maneuvering purposes.

RECOMMENDATIONS:

1. That the danger area approved in Meeting No. 183 for Machine Gun Firing off Hammonasett Point, CLINTON, CONNECTICUT, be rescinded.



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2. That an area for machine gun firing off Hammonasett Point, near CLINTON, CONNECTICUT, described as follows, be approved:

> Beginning at the town of Clinton at U. S. Highway #1; thence extending westwardly on said highway to the shore of Long Island Sound; thence along the Sound to a point south of the town of East River; thence due south from said point to Latitude 41° 13'; thence due east on said Latitude to a point due south of the town of Clinton; thence due north to Clinton and the point of origin.

3. That the above described area be designated a danger area and published in CAA Weekly Notices to Airmen and plotted on Coast and Geodetic Survey Aeronautical Charts.

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B. DEL RIO, TEXAS - TWO BOMBING AREAS FOR DEL RIO BOMBARDIER SCHOOL

Discussion:

The Secretary of the Board presented a letter from the Headquarters, Gulf Coast Army Air Forces Training Center, Randolph Field, Texas, to the Commanding General, Army Air Forces (Att: Director of Base Services) dated October 29, 1942, requesting clearance of the bombing areas requested in the vicinity of DEL RIO, TEXAS, in their entirety.

Findings:

1. In Meeting No. 175, the IATCB approved two areas for planning purposes for Bombing Target Sites for the DEL RIO Bombardier School, DEL RIO, TEXAS, and requested that location of the bombing targets be submitted to the IATCB for final approval and designation of attendant danger areas.

2. The following letter dated October 29, 1942 from the Gulf Coast Army Air Forces Training Center, Randolph Field, Texas, to the Commanding General, Army Air Forces (Att: Director of Base Services) was introduced:

"1. This headquarters on September 26, requested the Commanding General, Army Air Forces Flying Training Command, that clearance be obtained through the IATCB for a bombing area for the Del Rio Bombardier School. Clearance of the entire area was desired so that as targets were selected, clearance might be given by this headquarters to the District Engineer for the construction of individual targets within the approved area.

"2. Minutes of Meeting 175 of the IATCB, October 19, 1942, received in this headquarters today indicate (Paragraph 1B) that two areas for the Del Rio School have been approved by the Board 'for planning purposes' and that the locations of bombing targets in those areas are to be 'submitted to the IATCB for final approval and designation of attendant danger areas.'

"3. In spite of previous repeated attempts by this headquarters to obtain a satisfactory solution to clearances for bombardier school areas, in every case our bombardier schools have opened without there being a complete and satisfactory solution to the target area and target situation. A satisfactory solution can be obtained only if clearances are granted by the IATCB in such a way that this headquarters can then clear individual targets within the areas expeditiously. In such a method, the acquisition and construction of the targets will not be delayed.

"4. It is requested that the general situation be presented to the IATCB and the Board requested to grant clearances for bombing areas in their entirety, with the selection and clearance of individual targets within such areas being delegated to this headquarters."



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3. The action of the Board in Meeting No. 175 was taken due to the fact that there are other activities in that area, plus the fact that it is an exceedingly large area and it is desired to show a "caution area" where the maneuvering is conducted and a "danger area" over the bombing targets.

RECOMMENDATIONS:

1. That Recommendations No. 1 and No. 2 made in Meeting No. 175 for the approval of two areas for bombing target sites for the DEL RIO Bombardier School, DEL RIO, TEXAS, be amended to show this approval for planning and construction purposes.

2. That Recommendation No. 3 be amended to read as follows:

That the Gulf Coast Army Air Forces Training Center advise the Board as to the location of specific bombing target sites so that propor danger areas may be established.

* * * * * * * * * * *

5. MEMORANDUM FOR THE RECORD
BAINBRIDGE, GEORGIA - CORRECTION OF LOCATION

The Military Air Traffic Control Division, Director of War Organization and Movement has advised of the following correction:

"The coordinates for the Bainbridge Municipal Airport, approved in Meeting No. 151 as the Main Base for Basic and Advanced Training should be corrected to Latitude 30° 58', Longitude 84° 37'. The history statement should also be corrected in Meeting No. 151 to show 5 auxiliary fields approved in Meeting No. 126 instead of 6. This is the same site as that approved in Meeting No. 63 for Third Air Force OTU.

* * * * * * * * * * *

6. DEFERRED CASE
FORT EUSTIS, VIRGINIA - ANTIAIRCRAFT FIRING AREA IN CHESAPEAKE BAY

The request from the Chief of Engineers for the establishment of an Antiaircraft Firing Area in Chesapeake Bay was deferred to the Navy Department Member to await his presentation of a request for a site in Chesapeake Bay, overlapping the area requested by Fort Eustis, Virginia, for use by surface craft.

* * * * * * * * * *

J. B. Hartranft, Jr.
J. B. HARTRANFT, JR.
Major, Air Corps
Secretary, IATCB 10/12/42

Earl F. Ward
EARL F. WARD, CAA MEMBER

J. B. Voit
J. B. VOIT, COMMANDER, USN
NAVY DEPARTMENT MEMBER

J. S. Marriott
J. S. MARRIOTT, LT. COLONEL, AC
WAR DEPARTMENT MEMBER

Gus Leazar
GUS LEAZAR, CAB MEMBER

The above recommendations are within the policies established by the WAR AVIATION COMMITTEE and are approved.

For the WAR AVIATION COMMITTEE:

James B. Newman, Jr.
JAMES B. NEWMAN, JR.
Colonel, Air Corps
Executive
11/13/42.



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Services, originating from Headquarters, West Coast Army Air Forces Training Center, submitted through the War Department member, for approval of the use of bomb target sites T-9, T-10, and T-11 until February 13, 1943 for Williams Field, HIGLEY, ARIZONA.

Findings:

1. At Meeting No. 150, September 8, 1942, bomb target sites T-9, and T-11 were approved for use by Williams Field, HIGLEY, ARIZONA until January 1, 1943.

2. At Meeting No. 183, November 2, 1942, bomb target site T-10 was approved for use by Williams FIELD, HIGLEY, ARIZONA for bombing at an altitude below 200 feet until January 1, 1943.

3. It is now requested that the use of these bomb target sites be extended from January 1, 1943 through February 13, 1943.

4. These bomb target sites lie within the new Federal Airway from SAN DIEGO, CALIFORNIA to TUCSON, ARIZONA. This new airway was scheduled to be designated on or about January 1, 1943; it is now indicated that the material for this airway was shipped on October 4, 1942 and it is expected to have the Gila Bend Radio Range in operation on December 3, 1942.

RECOMMENDATIONS:

That this matter be referred to the Los Angeles IATCB Sub-committee for recommendations.

* * * * * * * *

3. MILITARY STRUCTURE: ARCADIA, CALIFORNIA - RIFLE RANGE.

Discussion:

The Secretary of the Board presented a request from the Corps of Engineers, submitted through the War Department member, for approval of a site for a Rifle Range for the Ordnance Training Center, Santa Anita Park, ARCADIA, CALIFORNIA.

Findings:

1. The proposed site is located one mile West of Longitude 118° 03' 30" and two miles North of Latitude 34° 09' 30".

2. Small arms firing will be conducted from the proposed site; no firing will be conducted above the horizontal.

3. The rifle range is at least 4 miles from the Monrovia Airport, for which there is no military assignment, and approximately 5 miles from the nearest airway.

RECOMMENDATIONS:

That a site located one mile West of Longitude 118° 03' 30" and two miles North of Latitude 34° 09' 30" be approved for a Rifle Range for the Ordnance Training Center, Santa Anita Park, ARCADIA, CALIFORNIA.

* * * * * * * *

4. RADIO RANGES:

A. WALNUT RIDGE, ARKANSAS - FLYING SCHOOL.

Discussion:

The Secretary of the Board presented a request from the Director of Base Services, concurred in by the Assistant Chief of Air Staff, submitted through the War Department member, for approval of a radio range site for the Walnut Ridge Army



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Flying School, WALNUT RIDGE, ARKANSAS.

Findings:

1. The proposed site is located 2½ miles Northeast of MANSON, at Latitude 36° 12', Longitude 90° 56'.

2. This site is Southeast of Auxiliary Field #1 (Pocahontas) approved at Meeting No. 131, August 8, 1942, for the Walnut Ridge Flying School.

3. At Meeting No. 74, April 24, 1942, WALNUT RIDGE, ARKANSAS was approved for use as an Army Basic or Advanced Twin Engine School.

RECOMMENDATIONS:

That a site located 3½ miles Northeast of MANSON, ARKANSAS at Latitude 36° 12', Longitude 90° 56', be approved for a Radio Range for the Walnut Ridge Army Flying School, WALNUT RIDGE, ARKANSAS.

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B. STERLING, VIRGINIA - RADIO STATION FACILITIES.

Discussion:

The Secretary of the Board presented a request from the Corps of Engineers, submitted through the War Department member, for approval of a Radio Range site for radio facilities in the vicinity of STERLING, VIRGINIA to be used by the Bureau of Standards.

Findings:

1. The proposed site is located approximately 3½ miles South of the town of STERLING in LOUDOUN COUNTY, VIRGINIA at Latitude 38° 58', Longitude 77° 28'.

2. According to the Washington Aeronautical Chart, the site for this proposed project coincides with the location of the Blue Ridge Airport.

3. According to the CAA Directory dated May 1, 1941, the location of the Blue Ridge Airport is 4 miles Southwest of the town of HERNDON at Latitude 38° 55', Longitude 77° 30'.

4. Information received from Mr. Mackenzie, CAA, indicates that:

a. The Blue Ridge Airport is not now being used.

b. A fan marker radio installation is located in close proximity to the proposed site, but that the output of that station was low enough so as not to interfere with the new project.

c. There is a police radio station being installed at HERNDON, VIRGINIA.

RECOMMENDATIONS:

That a site located approximately 3½ miles South of the town of STERLING, VIRGINIA at Latitude 38° 58', Longitude 77° 28' be approved for radio station facilities to be used by the Bureau of Standard.

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5. MEMORANDUM FOR THE RECORD:

Discussion:

The Secretary of the Board presented the following memorandum, dated October 30, 1942 from Lt. Col. A. F. McMillan, Chief Military Air Traffic Control Division,



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Director of War Organization and Movement:

"1. It is recommended that the IATCB take corrective action as indicated in the following items:

a. Auxiliary Fields for CHICO, CALIFORNIA, were approved in Meetings 117 and 131. Requests for approval of the Main Base for the Chico Basic Flying School were made in letters of transmittal submitted with requests for approval of Auxiliary Fields, but such action has never been taken by the Board. It is, therefore, requested that the Chico Basic Flying School at Latitude 39° 48', Longitude 121° 51', 4½ miles North of CHICO on the Sacramento Aeronautical Chart, be approved by the Board.

b. Subject 2 E, minutes of Meeting 153, contains description of an Auxiliary Airship Base at LOMPOC, CALIFORNIA. Some mention should be made of the fact t. that the request was instituted by the Navy and that this field was previously approved by the Board for use by the Army as a Support Base in Meeting 152.

c. The Municipal Airport, OAKLAND, CALIFORNIA, was approved by the Board in Meeting No. 104 for use of the Army, subject to coordination with existing activities. It is recommended that OAKLAND, CALIFORNIA, be formally approved for the Navy although it is a matter of record that OAKLAND is an established Navy base.

d. BANGOR, MAINE, Dow Field, was approved for use by the Navy in Meeting 115, subject to coordination with existing activities. The Army has been operating from Dow Field at BANGOR, MAINE, for a considerable length of time. It is requested that this field be approved for use by the Army as a Tactical Base for the First Air Force.

"2. The above action is requested in order to complete the records of this office."

RECOMMENDATIONS:

That the above memorandum be incorporated as recommendations into the IATCB Meetings concerned.

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6. DEFERRED CASES: BEVERLY, MASSACHUSETTS - ANTI-SUBMARINE OPERATIONS.

Discussion:

The following case was deferred to the War Department member for further investigation:

BEVERLY, MASSACHUSETTS - ANTI-SUBMARINE OPERATIONS.

* * * * * * * *

J. B. HARTRANFT, JR.,
Major, A.C., 11/11/42
Secretary.

EARL F. WARD,
CAA Representative.

GUS LEAZAR,
CAB Representative.

J. B. VOIT,
Commander, USN,
Navy Representative.

J. S. MARRIOTT,
Lt. Colonel, A.C.,
War Department Representative.

The above recommendations are within the policies established by the War Aviation Committee and are approved.

For the WAR AVIATION COMMITTEE:

JAMES B. NEWMAN, JR.,
Colonel, A.C., Exec.



3-4452, AF 11/12/42

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INTERDEPARTMENTAL
AIR TRAFFIC CONTROL BOARD
WASHINGTON, D. C.

Meeting No. 184 — November 3, 1942

Place: IATCB Room, Army Air Forces Annex #1, WASHINGTON, D. C.

Time: 1:00 p.m. to 5:00 p.m.

Members Present:

J. S. Marriott, Lt. Colonel, A.C.,
J. B. Voit, Commander, USN, Presiding
Gus Leazar, CAB

Alternate Present:

H. F. Cole, CAA

Secretary: J. B. Hartranft, Jr., Major, A.C.

Witnesses Present:

E. W. Piltz, CAA
J. Kirk Baldwin, CPT-CAA
John R. Nash, Captain, A.C. (B & G Division)
J. R. Yarrow, CAA

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   B. FORT SUMNER, NEW MEXICO - AUXILIARY FIELDS FOR FORT SUMNER ADVANCED GLIDER SCHOOL . . . . . 3
   C. ALTUS, OKLAHOMA - AUXILIARY FIELD #2 FOR ATE SCHOOL . . . . . 3
   D. WARRENSBURG, MISSOURI - CPT OPERATIONS . . . . . 4
   E. CHICAGO (GLENVIEW), ILLINOIS - NRAB - 2 OUTLYING FIELDS . . . . 4
   F. TRENTON, NEW JERSEY - MERCER COUNTY AIRPORT - TEST AND FLY AWAY OF NAVAL AIRCRAFT BEING MANUFACTURED BY GENERAL MOTORS IN TRENTON . . . . . 5
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Meeting No. 184 November 3, 1942

1. AIRPORTS
A. YAKIMA, WASHINGTON - MUNICIPAL AIRPORT - CIVILIAN PILOT TRAINING

Discussion:

The Secretary of the Board presented a request from the CAA Member for approval of the use of the Municipal Airport, YAKIMA, WASHINGTON, as a Civilian Pilot Training base.

Findings:

1. A letter dated October 30, 1942 from the Director of Civilian Pilot Training to the IATCB advises that Civilian Pilot Training Program at the Municipal Airport, YAKIMA, WASHINGTON, consists of the following: Central Aircraft has the following contract - 10 Army Elementary, 5 Army Secondary, 10 Navy Elementary, 25 Navy Secondary, 20 link instrument, 18 cross country, and 30 Secondary instructors. Schweitzer Aircraft is training 20 Navy Elementary, and Kurtzer Aircraft is training 20 link instrument. This makes a total of 158 each session or a total of 948 a year. It is their request that this airport be designated as a Civilian Pilot Training base and that operations be allowed to continue.

2. A letter dated August 14, 1942 from Mr. A. L. Baxter, Vice President of Central Aircraft, Yakima, Washington to the Director of Civilian Pilot Training is quoted in part as follows:

". . . I have drawn the lines of the six areas as set up and approved for the Yakima airport. To relieve congestion on the field and to increase the safety factor, we have gone 8 miles WSW of the municipal airport and constructed one runway approximately 2200 feet long by 100 feet wide for the purpose of breaking up the 'merry go round' at the field which results in increased safety on practice landings.

". . . As you will notice our area No. 1 is used for field traffic and practice landings only. The other areas are self explanatory. At the present time the field is handling just about all the civilian traffic that it can safely bear. We are using the field along with considerable army flying and to date it has worked out very well. We voluntarily give priority to army landings or take offs and by the continued cooperation from the army which we have had in the past, we feel that unless there was a huge amount of Army traffic we can operate together very well on the field. We do feel that with the large amount of CPT from this field, any thought of removing civilian flying from the field should be given serious consideration.

". . . While we are using the auxiliary field for light ship landing practice, it is entirely unsuitable for moving our entire operation on and due to the topography and locality, it would be highly impractical to try and enlarge the field to any extent . . . "

3. The Army Air Forces has requested that an air traffic control tower be established and operated by the CAA at the Municipal Airport, YAKIMA, WASHINGTON.

RECOMMENDATIONS:

1. That continuance of Civilian Training Program operations at the MUNICIPAL AIRPORT, YAKIMA, WASHINGTON, be approved.

2. That all operations be coordinated through the airport traffic control tower when established.

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Meeting No. 184 November 3, 1942

B. FORT SUMNER, NEW MEXICO - AUXILIARY FIELDS FOR ADVANCED GLIDER SCHOOL

Discussion:

The Secretary of the Board presented a request from the Director of Base Services for approval of the use of two auxiliary fields by the Advanced Glider School at FORT SUMNER, NEW MEXICO.

Findings:

1. Auxiliary Field #3 is located at Latitude 34° 23' 30", Longitude 104° 10' 30", 7 miles South southeast of the Main Base.

2. Auxiliary Field #4 is located at Latitude 34° 39', Longitude 104° 11' 30", 13 miles North of Fort Sumner, New Mexico, 12 miles North of the Main Base.

3. FORT SUMNER, NEW MEXICO, was approved as an Army Civil Glider School in Meeting No. 100. In Meeting No. 167 the IATCB approved a change in type of activity to Advanced Glider Training.

RECOMMENDATIONS:

1. That Auxiliary Field #3 for the Advanced Glider School at FORT SUMNER, NEW MEXICO, located at Latitude 34° 23' 30", Longitude 104° 10' 30", be approved.

2. That Auxiliary Field #4 for the Advanced Glider School at FORT SUMNER, NEW MEXICO, located at Latitude 34° 39', Longitude 104° 11' 30", be approved.

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C. ALTUS, OKLAHOMA - AUXILIARY FIELD #2 for ATE SCHOOL

Discussion:

The Secretary of the Board presented a request from the Director of Base Services for approval of the change in location of Auxiliary Field #2 by the Advanced Twin Engine School at ALTUS, OKLAHOMA.

Findings:

1. In Meeting No. 164 of the IATCB Auxiliary Field #2 was approved described as located at Latitude 34° 41' 15", Longitude 99° 40' 55".

2. The Flying Training Command advises that this site was submitted in error and Auxiliary Field #2, is located at Latitude 34° 41', Longitude 99° 35' 30".

RECOMMENDATIONS:

1. That Auxiliary Field #2, located at Latitude 34° 41', Longitude 99° 35' 30", about 17 miles West of the main base and 3½ miles Northwest of Duke, be approved for use by the Advanced Twin Engine School, ALTUS, OKLAHOMA.

2. That the approval granted to the Advanced Twin Engine School, ALTUS, OKLAHOMA, for Auxiliary Field #2 in Meeting No. 64, described as located at Latitude 34° 41' 15", Longitude 99° 40' 55", be rescinded.

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Meeting No. 184 November 3, 1942

D. WARRENSBURG, MISSOURI - CPT OPERATIONS

Discussion:

The Secretary of the Board presented a request from the CAA Member for approval of the continuance of the use of the airport at WARRENSBURG, MISSOURI, for Civilian Pilot Training.

Findings:

1. The following letter dated October 30, 1942 to the IATCB was received from the Director of Civilian Pilot Training:

"It has come to our attention that there may be some conflict between operations at, or in the vicinity of, Warrensburg, Missouri. The Civilian Pilot Training operations there consist of 5 Army and 10 Navy Elementary trainees.

". . . the glider operations are not from the same airport as the CPT Operations. . . . the Army has been very cooperative and local coordination can be accomplished."

2. CPT operations at WARRENSBURG, MISSOURI, are within the glider training area approved in Meeting No. 111 of the IATCB.

3. The main base for the glider operations is in the vicinity of Knobnoster, approximately 11 miles east of WARRENSBURG, MISSOURI.

4. Information submitted indicates CPT operations are being satisfactorily coordinated and confined to designated areas.

* * * * * * * * * *

RECOMMENDATIONS:

1. That the continuance of Civilian Pilot Training operations at the WARRENSBURG, MISSOURI, Airport be approved, subject to coordination with Army Glider Training activities.

2. That, in the event CPT operations are increased at WARRENSBURG, MISSOURI, concurrence for such increase be obtained from the Commanding Officer of the Glider Training School.

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E. CHICAGO (GLENVIEW), ILLINOIS - NRAB - 2 OUTLYING FIELDS

Discussion:

The Secretary of the Board presented a request from the Navy Member for aporoval of outlying fields #29207 and #32008 for use by the Naval Reserve Aviation Base, CHICAGO (GLENVIEW), ILLINOIS.

Findings:

1. Outlying Field #29207 is located at Latitude 42° 08', Longitude 87° 56', 7 miles West Northwest of the NRAB, CHICAGO, ILLINOIS.

2. Outlying Field #32008 is located at Latitude 42°11', Longitude 87° 55'.



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3. The Main Base for the NRAB, CHICAGO (GLENVIEW), ILLINOIS, was approved in Meeting No. 68 of the IATCB.

4. The outlying fields requested in Nos. 1 and 2 above lie within an area set aside for Navy and CPT training.

RECOMMENDATIONS:

That the following outlying fields be approved for use by the Naval Reserve Aviation Base, CHICAGO (GLENVIEW), ILLINOIS:

| | Latitude | Longitude |
|---|---|---|
| Outlying Field #29207 | 42° 08' | 87° 56' |
| " " #32008 | 42° 11' | 87° 55' |

F. TRENTON, NEW JERSEY - MERCER COUNTY AIRPORT - TEST AND FLY AWAY OF NAVAL AIRCRAFT BEING MANUFACTURED BY GENERAL MOTORS IN TRENTON.

Discussion:

The Secretary of the Board presented a request from the Navy Member for approval of the use of the Mercer County Airport, TRENTON, NEW JERSEY for Test and Fly Away of Naval aircraft being manufactured by General Motors in Trenton.

Findings:

The Navy Department Member stated that he had referred this request to the New York Sub-committee of the IATCB.

RECOMMENDATIONS:

That the request for approval of the use of Mercer County Airport, TRENTON, NEW JERSEY, for Test and Fly Away of Naval aircraft being manufactured by General Motors in Trenton be deferred pending receipt of recommendations from the New York Sub-committee of the IATCB.

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G. MERCED, CALIFORNIA - AUXILIARY FIELDS #2, #3, and#6 FOR THE MERCED, CALIFORNIA, ARMY AIR BASE

Discussion:

The Secretary of the Board presented a request from the Director of Base Services for approval of Auxiliary Fields #2, #3, and #6 for the MERCED, CALIFORNIA, Army Air Base.

Findings:

1. The Auxiliary Fields requested are located as follows:

Auxiliary Field #2 (Mariposa County Municipal) is located at Latitude 37° 21', Longitude 120° 02' 30"; 4½ miles West Northwest of MARIPOSA, and 30 miles Northeast of the Main Base.

Auxiliary Field #3 (near Montpellier) is located at Latitude 37° 29', Longitude 120° 41' 30"; 9 miles East of TURLOCK; 4 miles South of Montpellier; and 10 miles Northwest of the Main Base.

Auxiliary Field #6 (near Howard) is located at Latitude 37° 19' 30", Longitude 120° 47' 30"; 3½ miles Southeast of STEVINSON; 13 miles West Southwest of Main Base and within Amber Airway No. 1.



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Meeting No. 184 November 3, 1942

2. At Meeting No. 169-A, the IATCB approved a site 10 miles Northwest of the Municipal Airport, MERCED, CALIFORNIA, as the Main Base of the Merced Flying School, MERCED, CALIFORNIA, instead of the Municipal Airport as approved in Meeting No. 126. In Record and Routing Sheet dated October 21, 1942, the Director of Bases Services that the Main Base of the Merced Flying School is located 6 miles Northwest of Merced, California, at Latitude 37° 22', Longitude 120° 34'.

RECOMMENDATIONS:

1. That the request for approval of Auxiliary Fields #2, #3, and #6, located as follows, for the MERCED, CALIFORNIA Army Air Base be referred to the Los Angeles Sub-committee of the IATCB for recommendations:

| | Latitude | Longitude |
|---|---|---|
| Auxiliary Field #2 (Mariposa County Municipal) | 37° 21' | 120° 02' 30" |
| " " #3 | 37° 20' | 120° 41' 30" |
| " " #6 | 37° 19' 30" | 120° 47' 30" |

2. That the records of the IATCB be corrected to show the location of the Merced Army Air Base as being 6 miles Northwest of MERCED, CALIFORNIA, at Latitude 37° 22', Longitude 120° 34'.

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2. DANGER AREAS
A. LEWISTOWN, MONTANA - BOMBING AND AERIAL GUNNERY RANGES

Discussion:

The Secretary of the Board presented a request from the Director of Base Services for approval of bombing and aerial gunnery near LEWISTOWN, MONTANA.

Findings:

1. The Bombing Range requested for the Lewistown Satellite Airfield (approved in Meeting No. 103) is described as follows:

| | | |
|---|---|---|
| Northern Boundary | Latitude | 47° 11' |
| Southern " | " | 47° 09' |
| Eastern " | Longitude | 108° 23' |
| Western " | " | 108° 27' |

2. The Aerial Gunnery Range requested for the Lewistown Satellite Airfield, is described as follows:

| | | |
|---|---|---|
| Northern Boundary | Latitude | 47° 08' |
| Southern " | " | 47° 06' |
| Eastern " | Longitude | 108° 46' |
| Western " | " | 108° 53' |

RECOMMENDATIONS:

1. That a Bombing Range for use by the Lewistown Satellite Airfield, LEWISTOWN, MONTANA, be approved, described as follows:

| | | |
|---|---|---|
| Northern Boundary | Latitude | 47° 11' |
| Southern Boundary | " | 47° 09' |
| Eastern " | Longitude | 108° 23' |
| Western " | " | 108° 27' |

2. That an Aerial Gunnery Range for use by the Lewistown Satellite Airfield, LEWISTOWN, MONTANA, be approved, described as follows:



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| | | | |
|---|---|---|---|
| Northern Boundary | | Latitude | 47° 08' |
| Southern | " | " | 47° 06' |
| Eastern | " | Longitude | 108° 46' |
| Western | " | " | 108° 53' |

3. That the above described areas be designated danger areas and published in CAA Weekly Notices to Airmen and Coast and Geodetic Survey Aeronautical Charts.

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B. GLASGOW, MONTANA - BOMBING AND AERIAL GUNNERY RANGE

Discussion:

The Secretary of the Board presented a request from the Director of Base Services for approval of bombing and aerial gunnery ranges near GLASGOW, MONTANA.

Findings:

1. The aerial gunnery range requested is described as follows:

| | | | |
|---|---|---|---|
| Northern Boundary | | Latitude | 48° 02' 30" |
| Southern | " | " | 47° 57' 30" |
| Eastern | " | Longitude | 107° 10' 55" |
| Western | " | " | 107° 13' 10" |

2. The bombing range requested is described as follows:

| | | | |
|---|---|---|---|
| Northern Boundary | | Latitude | 47° 57' |
| Southern | " | " | 47° 55' |
| Eastern | " | Longitude | 106° 47' |
| Western | " | " | 106° 49' 30" |

3. GLASGOW, MONTANA, was approved in Meeting No. 103 as a satellite field.

RECOMMENDATIONS:

1. That the following described ranges be approved, near GLASGOW, MONTANA:

| | | | | |
|---|---|---|---|---|
| Aerial Gunnery Range - | Northern Boundary | | Latitude | 48° 02' 30" |
| | Southern | " | " | 47° 57' 30" |
| | Eastern | " | Longitude | 107° 10' 55" |
| | Western | " | " | 107° 13' 10" |
| Bombing Range - | Northern Boundary | | Latitude | 47° 57' |
| | Southern | " | " | 47° 55' |
| | Eastern | " | Longitude | 106° 47' |
| | Western | " | " | 106° 49' 30" |

2. That the above described areas be designated danger areas and published in CAA Weekly Notices to Airmen and plotted on Coast and Geodetic Survey Aeronautical Charts.

* * * * * * * * *

C. MITCHELL, SOUTH DAKOTA - WESSINGTON SPRINGS BOMBING RANGE AND GANNVALLEY AIR-TO-GROUND GUNNERY RANGE

Discussion:

The Secretary of the Board presented a request from the Director of Base Services for approval of aerial gunnery and bombing ranges for use in connection with activities at the satellite field at MITCHELL, SOUTH DAKOTA.



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Meeting No. 184 November 3, 1942

Findings:

1. The Wessington Springs Bombing Range is described as follows:

| | | | |
|---|---|---|---|
| Northern Boundary | Latitude | 43° 58' | |
| Southern " | " | 43° 56' | 30" |
| Eastern " | Longitude | 98° 48' | 30" |
| Western " | " | 98° 51' | |

2. The Gannvalley Aerial Gunnery Range is described as follows:

| | | | |
|---|---|---|---|
| Northern Boundary | Latitude | 44° 03' | |
| Southern " | " | 44° 01' | |
| Eastern " | Longitude | 99° 11' | |
| Western " | " | 99° 18' | 30" |

3. MITCHELL, SOUTH DAKOTA, was cleared in Meeting No. 122 as a satellite field for the Sioux City Army Air Base.

RECOMMENDATIONS:

1. That the following described ranges be approved for use in connection with activities at the satellite field at MITCHELL, SOUTH DAKOTA:

| | | | | |
|---|---|---|---|---|
| Bombing Range ( Wessington Springs)--- | Northern Boundary | Latitude | 43° 58' | |
| | Southern " | " | 43° 56' | 30" |
| | Eastern " | Longitude | 98° 48' | 30" |
| | Western " | " | 98° 51' | |
| Aerial Gunnery Range (Gannvalley) --- | Northern " | Latitude | 44° 03' | |
| | Southern " | " | 44° 01' | |
| | Eastern " | Longitude | 99° 11' | |
| | Western " | " | 99° 18' | 30" |

2. That the above described areas be designated danger areas and published in CAA Weekly Notices to Airmen and plotted on Coast and Geodetic Survey Aeronautical Charts.

* * * * * * * * * *

D. DEMING, NEW MEXICO - BOMBING TARGET SITE

Discussion:

The Secretary of the Board presented a request from the Director of Base Services for approval of an additional bombing target site for the DEMING, NEW MEXICO, Advanced Flying School.

Findings:

1. The bombing target site desired is an area one mile square centered on Latitude 32° 36' 30", Longitude 107° 50'.

2. In Meeting No. 157 of the IATCB, a danger area was established to cover 18 bombing target sites for the Army Flying School, DEMING, NEW MEXICO. In Meeting No. 161, the area was extended to cover 6 additional bombing target sites.

3. The site requested at this time is outside the danger area previously approved but as it is expected there will be very few additional bombing targets within this immediate vicinity, it will not be necessary to increase the size of the



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existing danger area to encompass the target above described, but rather to establish a danger area around said target.

RECOMMENDATIONS:

1. That a bombing target site for use by the DEMING, NEW MEXICO, Advanced Flying School be approved, described as follows:

A circle having a three mile radius centered on Latitude 32° 36' 30", Longitude 107° 50'.

2. That the above described area be designated a danger area and published in CAA Weekly Notices to Airmen and plotted on Coast and Geodetic Survey Aeronautical Charts.

* * * * * * * * * * *

E. WATERTOWN, SOUTH DAKOTA - BOMBING AND AERIAL GUNNERY RANGE

Discussion:

The Secretary of the Board presented a request from the Director of Base Services for the approval of bombing and aerial gunnery ranges for use by the Army Air Base at WATERTOWN, SOUTH DAKOTA.

Findings:

1. The Bombing Range requested is described as follows:

| | | |
|---|---|---|
| Northern Boundary | Latitude | 45° 46' 30" |
| Southern Boundary | " | 45° 44' 30" |
| Eastern Boundary | Longitude | 97° 14' |
| Western Boundary | " | 97° 16' 40" |

2. The Aerial Gunnery Range requested is described as follows:

| | | |
|---|---|---|
| Northern Boundary | Latitude | 45° 43' |
| Southern Boundary | " | 45° 38' |
| Eastern Boundary | Longitude | 97° 31' 30" |
| Western Boundary | " | 97° 34' |

3. WATERTOWN, SOUTH DAKOTA, was approved in Meeting No. 103 as a satellite field for the Army Air Base at Rapid City, South Dakota.

RECOMMENDATIONS:

1. That the following described ranges be approved for use by the Army Air Base at WATERTOWN, SOUTH DAKOTA:

| | | | |
|---|---|---|---|
| Bombing Range - | Northern Boundary | Latitude | 45° 46' 30" |
| | Southern Boundary | " | 45° 44' 30" |
| | Eastern Boundary | Longitude | 97° 14' |
| | Western Boundary | " | 97° 16' 40" |
| Aerial Gunnery Range - | Northern Boundary | Latitude | 45° 43' |
| | Southern Boundary | " | 45° 38' |
| | Eastern Boundary | Longitude | 97° 31' 30" |
| | Western Boundary | " | 97° 34' |

2. That the above described areas be designated danger areas and be published in CAA Weekly Notices to Airman and plotted on Coast and Geodetic Survey Aeronautical Charts.

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Meeting No. 184 November 3, 1942

F. DEL RIO, TEXAS - SITE FOR 3 TRIANGULAR DIVISION TENT CAMPS

Discussion:

The Secretary of the Board introduced a letter from the Chief of Engineers advising of the abandonment of a site for 3 Triangular Division Tent Camps in the vicinity of DEL RIO, TEXAS.

Findings:

The following letter dated October 30, 1942 from the Chief of Engineers to the IATCB was read into the record:

"1. On July 30, 1942, this office presented for the consideration of the Interdepartmental Air Traffic Control Board a proposed site location for three Triangular Division Tent Camps for 54,000 men near Del Rio, Texas. Further correspondence in regard to this proposed location was transmitted to the IATCB, October 1, 1942.

"2. At Meeting No. 171 of the IATCB, October 12, 1942, the location of this site was sanctioned by the Board.

"3. This office was advised October 26, 1942, by Headquarters, Army Ground Forces, that the Del Rio Site has been abandoned for the intended purpose."

RECOMMENDATIONS:

That the approval granted in Meeting No. 171 for a Triangular Division Camp site and maneuver area, DEL RIO, TEXAS, be rescinded.

* * * * * * * * *

G. MONTEZUMA, GEORGIA - ARMORED DIVISION CAMP

Discussion:

The Secretary of the Board introduced a letter from the Chief of Engineers advising of the abandonment of a site for an Armored Division Camp in the vicinity of MONTEZUMA, GEORGIA.

Findings:

The following letter dated October 31, 1942 from the Chief of Engineers to the IATCB was read into the record:

"A site for a proposed Ground Troops Construction Project near Montezuma, Georgia, was submitted to the Interdepartmental Air Traffic Control Board for review and comments July 17, 1942.

"The location for this proposed site was sanctioned by the IATCB at Meeting No. 122, July 22, 1942.

"This is to advise that the War Department has abandoned the use of this site for the intended purpose."

RECOMMENDATIONS:

That the approval granted in Meeting No. 122 for an Armored Division Camp, MONTEZUMA, GEORGIA, be rescinded.

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Meeting No. 184 November 3, 1942

3. FEDERAL AIRWAY
A. CHICAGO, ILLINOIS - RANGE APPROACH CHANNEL

Discussion:

The Secretary of the Board presented a request from the CAA Member for extension of the range approach channel on the southeast leg of the Chicago Radio Range to the Lansing Intersection.

Findings:

The following letter dated October 13, 1942 to the Chief of the Air Carrier Branch, Third Region, CAA, from the Air Carrier Inspector, Chicago District Office, CAA, was introduced:

"Mr. O. J. Mitchell of Airways Traffic Control and Inspector L. W. Clark of General Inspection Branch were called into conference by the undersigned and the following course of action was decided upon:

"An extension of the range approach channel on the southeast leg of the Chicago radio range to the Lansing Intersection is to be requested.

"Practice in the vicinity of the Ford-Lansing airport is to be confined within the following boundaries:

South of U. S. Highway #6
North of U. S. Highway #30
East of the Ford-Lansing Airport
West of Indiana State Highway #53

"Separation of traffic will be provided as follows:

"Westbound traffic into Chicago will be routed via the East leg of the Harvey radio range to the Thornton intersection, thence northwest on the southeast leg of the Chicago range.

"Eastbound aircraft will be routed via the Southeast leg of the Chicago range to the Lansing intersection, thence east on the west leg of the Goshen range.

"The above arrangement confines local traffic about the Ford-Lansing airport to an area between the Lansing and Thornton intersections and it is believed will be an adequate solution to this problem."

RECOMMENDATIONS:

That the standard Radio Range Channel on the Southeast leg of the Chicago Radio Range be extended to 25 miles, to include the Lansing intersection.

* * * * * * * * * * *

4. MEMORANDA FOR THE RECORD
A. KINGMAN, ARIZONA - FLEXIBLE GUNNERY SCHOOL

In Meeting No. 160 of the IATCB, Emergency Landing Field Site #7, located at Latitude 34 20' 30", Longitude 113 26', was approved for the Flexible Gunnery School at Kingman, Arizona. The correct coordinates are Latitude 34° 18', Longitude 113° 57'.

* * * * * * * * * * *

B. BLYTHEVILLE, ARKANSAS - ADVANCED FLYING SCHOOL AUXILIARY FIELD

In Meeting No. 146 of the IATCB, a site known as Luxora Auxiliary Field, located at Latitude 36° 02', Longitude 89° 47', was approved for the Advanced Flying



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School at BLYTHEVILLE, ARKANSAS. Records should be corrected to show this field as COOPER, MISSOURI, Auxiliary Field.

* * * * * * * * *

C. DEMING, NEW MEXICO - NUMBERING OF BOMBING TARGET SITES

In Meeting No. 161 of the IATCB, Bombing Target Sites Nos. 19 to 24, inclusive, were approved for the Advanced Flying School, DEMING, NEW MEXICO.

Due to the fact that the numbering of the sites has been changed, and changes may be made again in the future, all reference to these bombing target sites by number should be deleted from records and only the location shown.

* * * * * * * * * *

D. COLUMBIA, SOUTH CAROLINA - BOMBING RANGE

In Meeting No. 161 of the IATCB, the danger area in the vicinity of COLUMBIA, SOUTH CAROLINA, was extended to include the area between Latitude 34° 05' and 34° 10' and Longitude 81° 24' and 84° 30'. Instead of reading 84° 30', the Western edge of the Bombing Range should be 81° 30'.

* * * * * * * * * *

E. AMENDMENT OF ORDERS - LT. COLONEL J. S. MARRIOTT

Letter (AG 201 Marriott, Joseph Stacey (10-31-42)PR-D) dated October 31, 1942 from The Adjutant General to Lt. Col. Marriott, reads as follows:

> "So much of par. 20, S.O. 270, W.D., 1942, as pertains to you, is amended to show station assignment as "O Dir of War Organization and Movement, Interdepartmental Air Traffic Control Board, AAF, Washington, D. C. (for limited service only)."

* * * * * * * * * *

J. B. HARTRANFT, JR.
Major, A.C.
Secretary, IATCB 11/6/42

EARL F. WARD, CAA MEMBER 11/6

J. S. MARRIOTT, LT. COLONEL, A.C.
WAR DEPARTMENT MEMBER

J. B. VOIT, COMMANDER, USN
NAVY DEPARTMENT MEMBER

GUS LEAZAR, CAB MEMBER

The above recommendations are within the policies of the War Aviation Committee and are approved.

For the WAR AVIATION COMMITTEE:

JAMES B. NEWMAN, JR.
COLONEL, AIR CORPS
EXECUTIVE 11/10/42



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INTERDEPARTMENTAL
AIR TRAFFIC CONTROL BOARD
Washington, D. C.

EMK

November 6, 1942

Meeting No. 185.

Time: 1:00 P.M. to 4:30 P.M.

Place: IATCB Room, Army Air Forces Annex #1, Washington, D. C.

Members Present:

J. B. Voit, Commander, USN, Presiding
J. S. Marriott, Lt. Colonel, AC
Gus Leazar, CAB

Alternate Present:

H. F. Cole, CAA

Secretary: J. B. Hartranft, Jr., Major, AC

Witnesses Present:

John R. Nash, Captain, AC
E. W. Piltz, CAA
J. Kirk Baldwin, CAA-CPT
J. R. Yarrow, CAA
A. M. Kruse, Office, Chief of Engineers

SUBJECTS:


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1. AIRPORTS:

A. WINFIELD, KANSAS - REDESIGNATION OF AUXILIARY FIELD NO. 1.



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Discussion:

The Secretary of the Board presented a request from the Director of Base Services submitted through the War Department member, for approval of the redesignation of Auxiliary Field No. 1 for the Winfield Basic Flying School, WINFIELD, KANSAS, previously approved at Meeting No. 168.

Findings:

1. The original site, approved at Meeting No. 168, is located 52 miles West of WINFIELD and main base at Latitude 37° 08', Longitude 97° 57'.

2. The new proposed site is located 7 miles Southeast of the main base, within Blue Airway No. 22 at Latitude 37° 08' North, Longitude 96° 56' West.

3. There is an approximate 60 miles difference between the original site and its new proposed location.

4. The Assistant Chief of Air Staff concurs in the proposed redesignation of Auxiliary Field No. 1.

RECOMMENDATIONS:

1. That a site located at Latitude 37° 08' North, Longitude 96° 56' West, be approved for use as Auxiliary Field No. 1 for the Winfield Basic Flying School, WINFIELD, KANSAS.

2. That the approval of a site located at Latitude 37° 08', Longitude 97° 57', approved at Meeting No. 168 as Auxiliary Field No. 1 for the Winfield Basic Flying School, WINFIELD, KANSAS, be rescinded.

---

B. MARFA, TEXAS - REDESIGNATION OF AUXILIARY FIELD A-2.

Discussion:

The Secretary of the Board presented a request from the Director of Base Services, submitted through the War Department member, for approval of the redesignation of Auxiliary Field No. 2 for the Marfa Flying School, MARFA, TEXAS, previously approved at Meeting No. 126.

Findings:

1. The original site (A-2) approved at Meeting No. 126 is located at Latitude 30° 21', Longitude 104° 12'.

2. The new proposed site (A-5) is located at Latitude 30° 20'.30", Longitude 104° 10'.

3. The Assistant Chief of Air Staff concurs in the proposed redesignation of Auxiliary Field No. 2.

RECOMMENDATIONS:

1. That a site located at Latitude 30° 20' 30", Longitude 104° 10' be approved as Auxiliary Field No. 5 for the Marfa Army Flying School, MARFA, TEXAS.

2. That the approval at Meeting No. 126 of a site located at Latitude 30° 21', Longitude 104° 12', for use as Auxiliary Field No. 2 for the Marfa Army Flying School be rescinded.

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C. CIVIL AIR PATROL COASTAL SITES.



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Discussion:

The Secretary of the Board presented a request from the Director of Base Services concurred in by A-3 (Assistant Chief of Air Staff), submitted through the War Department member, for approval of Civil Air Patrol Coastal Patrol sites (listed below) for use by Civil Air Patrol units. These stations are under the supervision of the Eastern Defense Command and First Air Force.

| SITE | FINDINGS | RECOMMENDATIONS |
|---|---|---|
| ATLANTIC CITY, N. J. - Old Municipal, Lat. 39° 21', Long. 74° 27'. ½ mile W of Atlantic City | At Meeting No. 121, the Atlantic City Airport (under construction) was approved for Navy use. This site is located 10½ miles NW of Atlantic City. | Approved. |
| SEA GIRT, N. J. - Subbase, Lat. 40° 10', Long. 74° 00'. - Camp Edison. | | Approved. |
| REHOBOTH BEACH, DEL. - Commercial Field, Lat. 38° 43', Long. 75° 07'. | Approved at Meeting No. 135 for use of 1st Air Force Support operations. | Approved subject to coordination with Army activities. |
| LANTANA, FLA. - West Palm Beach No. 2.- Lat. 26° 35', Long. 80° 05'. | Disapproved at Meeting No. 159 for use by the 1st Ground Air Support Command. | Approved, provided, when the services of the CAP at Lantana, Florida are no longer required by the Sea Frontier Commander they withdraw therefrom in accordance with the provisions of the Florida Agreement. |
| PARKSLEY, VA. - Municipal, Lat. 37° 47', Long. 75° 40'. ½ mile West. | | Approved. |
| DAYTONA BEACH, FLA. - Municipal, Lat. 29° 11' Long. 81° 03'. | Civil Air Patrol units have moved from this airport to FLAGLER BEACH, FLA. (Lat. 29° 28', Long. 81° 07'), which was approved for use by Civil Air Patrol at Meeting No. 178. | No action necessary. |
| BRUNSWICK, GA. - McKinnon Airport (Mun.) Lat. 31° 09', Long. 81° 23'. | Approved at Meeting No. 168 for use by the Navy. | Deferred to the Navy member for further investigation. |
| MIAMI, FLA. - Chapman Field, Lat. 25° 39', Long. 80° 17'. | | Approved, provided, when the services of the CAP at Chapman Field are no longer required by the Sea Frontier Commander they withdraw therefrom in accordance with the provisions of the Florida agreement. |
| CHARLESTON, S. C. - James Island Airport, Lat. 32° 44', Long. 79° 57'. | | Approved. |



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| SITE | FINDINGS | RECOMMENDATIONS |
|---|---|---|
| GRAND ISLE, La. - Grand Isle Airport, Lat. 29° 15', Long. 89° 58'. | | Approved. |
| BEAUMONT, TEXAS - Municipal, Lat. 30° 04', Long. 94° 13'. | Approved at Meeting No. 150 for use by the 3rd Air Force. | Approved subject to coordination with Army activities |
| PATTERSON, LA. - Harry P. Williams Airport, Lat. 29° 42', Long. 91° 22'. | | Approved. |
| PASCAGOULA, MISSISSIPPI Raby Field, Lat. 30° 23', Long. 88° 32' 30". | | Approved. |
| BROWNSVILLE, TEXAS - Municipal, Lat. 25° 54' Long. 97° 26'. | | Approved subject to coordination with Army activities. |
| TAMPA, FLA. - Peter O' Knight Airport, Lat. 27° 54' 52", Long. 82° 25' 57". | | Approved. |
| PANAMA CITY, FLA. - Municipal, Lat. 30°13' Long. 85° 41'. | Approved at Meeting No. 121 for Civil Air Patrol Operations. | No action necessary. |
| CORPUS CHRISTI, TEXAS - Cliff Maus Field, Lat. 27° 46', Long. 97°27'. | | Approved provided operations are coordinated with Navy activities. |
| MANTEO, N.C. - Old Municipal, 2 miles S at Lat. 35° 52', Long. 75° 40'. | Capt. Sterne(CAP) reports that the CAP Coastal Patrol is now operating from the new municipal airport N of Manteo by Navy permission but would like also to have the old municipal airport 2 miles S of Manteo cleared for their use in case Navy operations become so great that they must move off the new municipal airport. | That the site located 2 miles NE of Manteo, N.C. (new municipal airport) at Lat. 35° 55', Long. 75° 43', be approved for CAP Coastal Patrol Operations until the services of the CAP at Manteo are no longer required by the Sea Frontier Commander.<br>That use of the Old Municipal Airport at Manteo, N.C. be approved until such time as the War Aviation Committee determines that these operations conflict with Navy operations at Manteo, N. C.<br>That operations from both proposed sites be coordinated with Navy activities. |
| WEST HAMPTON BEACH, LONG ISLAND, N.Y. - Suffolk County Airport, Lat. 40° 51', Long. 72°38'. | Approved at Meeting No. 131 for Army use. | Approved subject to coordination with Army activities. |



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| SITE | FINDINGS | RECOMMENDATIONS |
|---|---|---|
| FALMOUTH, MASS. - Municipal, Lat. 41° 38' 10": Long. 70° 33' 30". | | Approved. |
| PORTLAND, ME. - Municipal Lat. 43° 39', Long. 70° 15'. | Approved at Meeting No. 74 for Navy use. | Approved subject to coordination with Navy activities. |
| BAR HARBOR, ME. - Municipal, Lat. 44° 27', Long. 68° 21'. | Approved at Meeting No. 115 for Navy Tactical Operations. | Approved subject to coordination with Navy activities. |
| BEAUFORT, N. C. - Lat. 34° 44', Long. 76° 40'. | | Approved. |
| SAN BENITO, TEXAS - Auxiliary Field, Lat. 26° 08', Long. 97° 37'. | | Approved. |

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2. DANGER AREAS:

A. EL PASO, TEXAS - CHANGE IN LOCATION OF BOMBING AND AERIAL GUNNERY RANGES.

Discussion:

The Secretary of the Board presented a request from the Director of Base Services, concurred in by the Assistant Chief of Air Staff, submitted through the War Department member, for approval of revised locations for bombing and aerial gunnery ranges for Biggs Field, EL PASO, TEXAS.

Findings:

1. The proposed revised locations of the bombing and aerial gunnery ranges are described as follows:

BOMBING RANGE: Bounded on the North by Latitude 31° 24' 55", on the South by Latitude 31° 23' 10", on the East by Longitude 105° 40' 20", and on the West by Longitude 105° 42' 30".

AERIAL GUNNERY RANGE: Bounded on the North by Latitude 31° 33' 30", on the South by Latitude 31° 28' 10", on the East by Longitude 105° 47' 30", and on the West by Longitude 105° 54'.

2. These ranges are to be used in lieu of the bombing and aerial gunnery ranges cleared in Meeting No. 173A, October 15, 1942.

RECOMMENDATIONS:

1. That the following described bombing and aerial gunnery ranges be approved for Biggs Field, EL PASO, TEXAS:

BOMBING RANGE: Bounded on the North by Latitude 31° 24' 55", on the South by Latitude 31° 23' 10", on the East by Longitude 105 40' 20", and on the West by Longitude 105° 42' 30".



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AERIAL GUNNERY RANGE: Bounded on the North by Latitude 31° 33' 30", on the South by Latitude 31° 28' 10", on the East by Longitude 105° 47' 30", and on the West by Longitude 105° 54'.

2. That the above described areas be designated Danger Areas, published in CAA "Weekly Notices to Airmen" and plotted on Coast and Geodetic Aeronautical Survey Charts.

3. That the approval of the bombing and aerial gunnery ranges for Biggs Field, EL PASO, TEXAS as described in Meeting No. 173A be rescinded.

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B. CHILDRESS, TEXAS - BOMBING AREA FOR CHILDRESS BOMBARDIER SCHOOL.

Discussion:

The Secretary of the Board presented a request from the Director of Base Services, concurred in by the Assistant Chief of Air Staff, submitted through the War Department member, for approval of an area to encompass twenty (20) or more bombing target sites to be erected for use by the Bombardier School at CHILDRESS, TEXAS.

Findings:

1. The proposed Bombing Area is described as follows:

Beginning at the intersection of the P&SFE Railroad at the South edge of Red Airway No. 10; thence Southerly along said railroad to Latitude 33° 30'; thence due West on said Latitude to U. S. Highway 62; thence Northwesterly in a straight line to the FW & DSP Railroad at the town of STERLEY; thence Northeasterly along said Railroad to its terminus at SILVERTON; thence Northeasterly in a straight line to the South edge of Red Airway No. 10 at Longitude 100° 55'; thence Southeasterly along the South edge of Red Airway No. 10 to the P&SFE railroad and the point of origin.

2. At Meeting No. 60, CHILDRESS, TEXAS was approved for an Army Basic School. It is now requested that the designation be changed from that of Basic Training to Bombardier School.

RECOMMENDATIONS:

1. That the following described area be approved for bombing operations for use by the Bombardier School at CHILDRESS, TEXAS:

Beginning at the intersection of the P&SFE railroad at the South edge of Red Airway No. 10; thence Southerly along said Railroad to Latitude 33° 30'; thence due West on said Latitude to U. S. Highway 62; thence Northwesterly in a straight line to the FW & DSP Railroad at the town of STERLEY; thence Northeasterly along said railroad to its terminus at SILVERTON; thence Northeasterly in a straight line to the South edge of Red Airway No. 10 at Longitude 100° 55'; thence Southeasterly along the South edge of Red Airway No. 10 to the P&SFE railroad and the point of origin.

2. That the above described area be designated a Danger Area, published in CAA "Weekly Notices to Airmen" and plotted on Coast and Geodetic Aeronautical Survey Charts.

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C. HIGLEY, ARIZONA - WILLIAMS FIELD - USE OF TARGETS.

Discussion:

The Secretary of the Board presented a request from the Director of Base



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Meeting No. 183 November 2, 1942

2. DANGER AREAS:

A. HIGLEY, ARIZONA - BOMBING TARGET SITE T-10.

Discussion:

The Secretary of the Board presented a telegram, dated October 27, 1942, from the Los Angeles IATCB Sub-committee recommending that Target Site T-10 (requested by Williams Field, HIGLEY, ARIZONA), previously disapproved at Meeting No. 150 of the IATCB, be approved provided bombing planes remain at 200 feet or below, over the target.

Findings:

1. The proposed Target Site T-10 is within the new Federal Airway from SAN DIEGO, CALIFORNIA, to TUCSON, ARIZONA and is North of the Southern Pacific Railroad, designated for contact flight between GILA BEND and CASA GRANDE.

2. At Meeting No. 150, September 8, 1942, the IATCB recommended in part that:

"4. Target sites T-9 and T-11 (requested by Williams Field, HIGLEY, ARIZONA) located within a triangular area described below be temporarily approved for use until January 1, 1943 due to the fact that these sites lie entirely within the new Federal Airway from SAN DIEGO, CALIFORNIA to TUCSON, ARIZONA:

Beginning at HEATON at Latitude 33° 05', Longitude 112° 07'; thence Southwesterly to Latitude 32° 49', Longitude 112° 19'; thence East in a straight line along the Southern boundary of the new Federal Airway from SAN DIEGO, CALIFORNIA, to TUCSON, ARIZONA, to Latitude 32° 49', Longitude 111° 41'; thence Northwesterly to HEATON, the point of origin.

"5. That the area described in Recommendation No. 4, above, be designated a temporary danger area until January 1, 1943.

"6. Target site T-10 (requested by Williams Field) be disapproved because it lies within the new Federal Airway (TUCSON-SAN DIEGO) and within the area used as a contact route between GILA BEND and CASA GRANDE and Green Airway No. 5.
* * * * * *."

3. That Board is informed that the new Federal Airway from SAN DIEGO, CALIFORNIA to TUCSON, ARIZONA will be designated on or about January 1, 1943.

RECOMMENDATIONS:

That Target site T-10 (requested by Williams Field, HIGLEY, ARIZONA), located within the new Federal Airway (TUCSON-SAN DIEGO) and within the area used as a contact route between GILA BEND and CASA GRANDE and Green Airway No. 5, be temporarily approved until January 1, 1943 for bombing at an altitude below 200 feet, provided that planes engaged in the bombing operations when above 500 feet comply with Civil Air Regulations.

---

B. CLINTON, CONNECTICUT - MACHINE GUN RANGE.

Discussion:

The Secretary of the Board presented a request from the Director of Base Services, submitted through the War Department member, for approval of Hammonasset River Park on Kelsey Point, CONNECTICUT for use by the First Fighter Command for a fixed machine gun practice site to consist of 30 and 50 caliber and possibly 37 mm firing.



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Findings:

1. The proposed site is located at Latitude 41° 16', Longitude 72° 31', approximately 36 miles East-Northeast of BRIDGEPORT, CONNECTICUT and 21 miles East of NEW HAVEN, CONNECTICUT.

2. The following information was received from Captain Buckles, Buildings & Grounds Division, Base Services:

"a. The area to be used for firing is two miles wide extending two miles East of CLINTON and including the land extending from U. S. Highway #1 to HAMMONASSET RIVER PARK up to KELSEY POINT. The danger space extends approximately 5 miles to sea and covers an arc of fire of about 30° with the two-mile wide strip of land at KELSEY POINT as its base.

"b. This request was coordinated with the Navy by phone call by Colonel Willits to Commander Payne."

3. All firing will be in the direction of LONG ISLAND SOUND, NEW YORK.

4. Targets are land targets located on KELSEY POINT; an over-water area is requested for aircraft maneuvering only.

RECOMMENDATIONS:

1. That the installation of air-to-ground gunnery targets on KELSEY POINT, South of CLINTON, CONNECTICUT, be approved.

2. That the following described area be designated a Danger Area, published in CAA "Weekly Notices to Airmen" and plotted on Coast and Geodetic Aeronautical Survey Charts:

An area extending approximately 5 miles into LONG ISLAND SOUND (from NEW YORK-NEW HAVEN Railroad) and covering an arc of fire of about 30° with the two-mile strip of land at KELSEY POINT as its base.

---

C. GREAT FALLS, MONTANA - BOMBING AND AERIAL GUNNERY RANGES.

Discussion:

The Secretary of the Board presented a request from the Director of Base Services submitted through the War Department member, for approval of a Bombing Range and an Aerial Gunnery Range for use by the Army Air Base at GREAT FALLS, MONTANA.

Findings:

1. The proposed Bombing Range and Aerial Gunnery Range are described as follows:

| | | |
|---|---|---|
| AERIAL GUNNERY RANGE | NW corner: | Latitude 48° 10' 30", Longitude 110° 44' 30" |
| | SW corner: | Latitude 48° 03' 30", Longitude 110° 44' 30" |
| | SE corner: | Latitude 48° 03' 30", Longitude 110° 42' |
| | NE corner: | Latitude 48° 10' 30", Longitude 110° 42' |
| | 47 miles Northeast of the main base. | |
| BOMBING RANGE: | NW corner: | Latitude 47° 57', Longitude 111° 11' |
| | SW corner: | Latitude 47° 55' 30", Longitude 111° 11' |
| | SE corner: | Latitude 47° 55' 30", Longitude 111° 08' 30" |
| | NE corner: | Latitude 47° 57', Longitude 111° 08' 30" |
| | 29½ miles North of the main base. | |

2. At Meeting No. 148, September 4, 1942, an area 4 miles square, the center



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Meeting No. 183 November 2, 1942

of which is located at Latitude 47° 55', Longitude 109° 31' was approved as a bombing range for the GREAT FALLS, MONTANA Army Air Base.

RECOMMENDATIONS:

1. That the following described sites be approved for the use indicated to serve the Army Air Base at GREAT FALLS, MONTANA:

| | | |
|---|---|---|
| AERIAL GUNNERY RANGE | NW corner: | Latitude 48° 10' 30", Longitude 110° 44' 30" |
| | SW corner: | Latitude 48° 03' 30", Longitude 110° 44' 30" |
| | SE corner: | Latitude 48° 03' 30", Longitude 110° 42' |
| | NE corner: | Latitude 48° 10' 30", Longitude 110° 42' |
| BOMBING RANGE | NW corner: | Latitude 47° 57', Longitude 111° 11' |
| | SW corner: | Latitude 47° 55' 30", Longitude 111° 11' |
| | SE corner: | Latitude 47° 55' 30", Longitude 111° 08' 30" |
| | NE corner: | Latitude 47° 57', Longitude 111° 08' 30" |

2. That the above described areas be designated Danger Areas, published in CAA Weekly "Notices to Airmen" and plotted on Coast and Geodetic Aeronautical Charts.

J. B. Hartranft, Jr.
J. B. HARTRANFT, JR.
Major, A. C.
Secretary
10/14/42

Earl F. Ward
EARL F. WARD
CAA Member

J. S. Marriott
J. S. MARRIOTT,
Lt. Colonel, A. C.
War Department Member

J. B. Voit
J. B. VOIT
Comdr., USN
Navy Department Member

Gus Zeazar
GUS ZEAZAR
CAB Member

The above recommendations are within the policies established by the War Aviation Committee and are approved.

For the War Aviation Committee:

James B. Newman, Jr.
JAMES B. NEWMAN, JR.
Colonel, Air Corps
Executive



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DWIGHT D. EISENHOWER

145.161-1
16 APR-4 SEP 1947

RETURN TO:

Director
Aeronautics Testing Unit
Attn:
Memphis

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EO 11652

Memorial - Local

DECLASSIL
EO 11652

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DWIGHT D. EISENHOWER

2930-29

Historical - Staff

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EO 11652

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T.S. 615



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AFACE Security No.



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4, K

145.161-1

September 4, 1944

General Dwight D. Eisenhower, USA, O-3822
Supreme Headquarters, Allied Expeditionary Forces
A.P.O. 757
c/o Postmaster
New York, New York

My dear Ike:

My heartiest congratulations on the wonderful success of your campaign. All the elements of your command have done a marvelous job. However the above is not the main purpose of this letter to you.

I am anxious that due recognition be given to the Army Air Forces and the Commander of your Army Air Forces for the part they have played in your campaign, but I do not want to even suggest anything in regard to your command that has not your full support and backing.

I do not know what you have in mind insofar as Spaatz is concerned, but I personally feel that he has commanded the Air Forces in a highly efficient manner and the results which he has achieved should have placed him in a position at least the equal to any man that the R.A.F. has today. I realize full well that we in the American Army should not under any circumstances try to match rank for rank with the British. That is entirely out of the question, but I do believe that Spaatz is entitled to a fourth star.

I am not going to advocate any such activity prior to hearing from you, and will be guided in my actions by what you have to say.

For your information, I did tell General Marshall that I was going to write to you about it and that I was not making any definite recommendations at this time. He asked me what I would do with Spaatz after the German part of this war is over. I told him that I would leave him in Europe to handle the necessary adjustments that must be made in connection with air matters. Naturally he would be your adviser in this regard.

I would like very much to have your frank reply on the above.

Again congratulating you on your wonderful success and my best to you as always.

Sincerely,

2930-29

Copy for Gen Kuter

[redacted] SECRET

H. H. ARNOLD
General, U.S. Army
Commanding General, Army Air Forces

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Proposed Letter for General Arnold's Signature

Chief of the Air Staff

4 Sep 44

AC/AS, Plans, Operational Plans Division 1

BJG/mc/72538

There is attached hereto proposed letter to General Eisenhower for General Arnold's signature.

1 Incl.
Letter w/ 2 Incls (Tab A & Tab B)

JOE L. LOUTZENHEISER
Brig General, U.S.A.
Chief, Operational Plans Division

Not used?

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[redacted] SECRET

AFAEP
BJC/mc/72538
4 Sep 44

General Dwight D. Eisenhower, USA, O-3822
Supreme Headquarters, Allied Expeditionary Forces
A.P.O. 757
c/o Postmaster
New York, N.Y.

My dear Ike:

During my absence many cables have indicated an urgency of planning for the final stage of the campaign against Germany. As the command system may function for a protracted period, I am concerned that no haste in planning shall operate to deny due recognition to the component forces for their contribution to victory.

You, as the American Supreme Commander, have a British RAF Deputy Supreme Commander. I assume that for many reasons the Naval Commander will remain British. The Army Group Commanders will follow the nationality of the component forces. When it comes to the air I wish to impress upon you that I cannot let the contribution that the Army Air Forces have made to this victory pass without primary recognition.

The American People are fully aware of the role of their sons in the Air Force in the destruction of the Luftwaffe and in the cooperation they have given to the battle in France. At the end of this long and costly campaign, we cannot present to the American people the names of our high commanders, Eisenhower, Montgomery, Bradley, Devers, Ramsey, Tedder, and Lee-Mallory without raising the question of where were the Army Air Forces at the finish.

Your Air Commander in Chief should be distinguished by his field record, preferably in both tactical and strategic

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forces. There is one point in which I can help to solve this problem. An Army Air Force officer to fill this position must be of the highest rank, therefore I propose Lt General Carl Spaatz in the grade of General, as the Air Commander in Chief of the forces under your command. For your private information General Spaatz is at this time slated to be my replacement.

2 Incls.
Tab A
Tab B



[redacted] SECRET



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AFAEP
BJG/mc/72538
4 Sep 44

Alternate letter fro Gen Loutzenhaiser

General Dwight D. Eisenhower, USA, O-3822
Supreme Headquarters, Allied Expeditionary Forces
A.P.O. 757
c/o Postmaster
New York, N.Y.

My dear Ike:

During my absence many cables have indicated an urgency of planning for the final stage of the campaign against Germany. As the command system may function for a protracted period, I am concerned that no haste in planning shall operate to deny due recognition to the component forces for their contribution to victory.

You, as the American Supreme Commander, have a British RAF Deputy Supreme Commander. I assume that for many reasons the Naval Commander will remain British. The Army Group Commanders will follow the nationality of the component forces. When it comes to the air I wish to impress upon you that I cannot let the contribution that the Army Air Forces have made to this victory pass without primary recognition. The American People are fully aware of the role of their sons in the Air Force in the destruction of the luftwaffe and in the cooperation they have given to the battle in France. Your Air Commander in Chief should be distinguished by his field record, preferably in both tactical and strategic forces. There is one point in which I can help to solve this problem. An Army Air Force officer to fill this position must be of the highest rank, therefore I propose Lt General Carl Spaatz in the grade of General, as the Air Commander in Chief of the forces under your command. For your private information General Spaatz is at this time slated to be my replacement.

2 Incls.
Tab A
Tab B

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Tab A

SECRET

Copy 1 of 6

SECRET
Auth: CG AAF
Date: 28 Aug 44
Initials: ADT

TOTAL U. E. RATIO OF U. S. AAF TO RAF SQUADRONS

IN TACTICAL AIR FORCES

By Command

As of 17 August 1944

| | U.S. AAF - 9th AF | | RAF - 2nd TAF (AEAF) | |
|---|---|---|---|---|
| Type | No. of Sqdn. | Total U. E. | No. of Sqdn. | Total U. E. |
| Medium Bomber | 32 | 512 | 4 | 72 |
| Light Bomber | 12 | 192 | 8 | 144 |
| Fighter | 56 | 1374 | 61 | 1098 |
| Troop Carrier | 56 | 896 | 10 | 248 |
| Other | 14 | 304 | 12 | 202 |
| | 170 | 3278 | 95 | 1764 |
| | | 1.86 | to | 1.00 |

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SC-SS-164
Statistical Control Division
Office of Management Control
28 August 1944 (2E)

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Tab A

SECRET

Copy 1 of 6

SECRET
Auth: CG AAF
Date: 28 Aug 44
Initials: ADT

TOTAL U. E. RATIO OF U. S. AAF TO RAF SQUADRONS

IN TACTICAL AIR FORCES

By Command

As of 10 August 1944

| | U.S. AAF - 12th AF | | RAF Tactical Air Force in MAAF | |
|---|---|---|---|---|
| | No. of Sqdn. | Total U. E. | No. of Sqdn. | Total U. E. |
| Medium Bomber | 24 | 384 | 4 | 64 |
| Light Bomber | 4 | 64 | 7 | 112 |
| Fighter | 22 | 498 | 33 | 528 |
| Troop Carrier | 12 | 192 | - | - |
| Other | 9 | 177 | - | - |
| | 71 | 1315 | 44 | 704 |
| | | 1.86 | to | 1.00 |
| ETO & MTO (Tactical) | | 4593 | | 2468 |
| | | 1.86 | to | 1.00 |
| | which in whole numbers is | 9 | to | 5 |

NOTE: No airplanes of the 8th Air Force nor of ADGB, which activity has been mainly against flying bombs, are included above. If airplanes of those commands, other than heavy bombers, were included, the resulting ratio would be approximately 1.80 to 1.00.

Statistical Control Division
Office of Management Control
28 August 1944 (2E)

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AFAEP
BJG/mc/72538
28 May 1944

General Dwight D. Eisenhower, USA, O-3812
Supreme Headquarters, Allied Expeditionary Force
A.P.O. 8757
c/o Postmaster
New York, New York

My Dear Ike:

The problem which has been foremost in my thoughts is the question of an air command in Europe designed to provide maximum air effectiveness as a major component of your overall effort.

The position as I view it today is that our present air command system in Europe has grown up like Topsy. It is in many ways the product of compromise in which we have found it politic to give consideration to the vested rights of organizations established before our time and to the strong personalities involved.

The history of command in the Pacific seems to me to be illuminating and significant. There we have today truly integrated general staffs, working smoothly to throw all our forces against the enemy in an effective common effort.

The Combined Chiefs of Staff have declared that "After OVERLORD is established on the continent, the directive for the employment of strategic bombing forces will be reviewed". It seems to me that this moment would be the proper time to review the entire European air command set-up.

My estimate of the problem is that first we should create a Commander in Chief for Air. His task would be to direct every air unit available against Germany. To effect control he should have his own operational staff capable of enforcing full participation of all air forces in a united effort. The present contribution of the Army Air Forces to the total is such, and I am now prepared to demonstrate this point, that the Commander in Chief for Air should be an American officer.

Now, as you are the Supreme Allied Commander, who properly holds the only directive to win the war against Germany, the Commander in Chief for Air must come directly under your command. As the pattern of the campaign unfolds, the operational air staff can handle the complex problem of optimum target systems, and present for your decision the question of the

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type of required air effort as between tactical and strategic air concepts.

If you feel that in this general view we have the foundation of a plan to solve the air problem, then we come to the question of the man. This is the essential point. Not only is the selection of a Commander in Chief for Air vital, but also the choice of a Chief of Air Staff. Your leadership which has availed itself of Spaatz's fine accomplishment as Chief of Staff has always impressed me. I am sure with your concurrence we can convince the British of both the problem and the plan, but we must be equally sound in the selection of our candidate for Commander in Chief for Air. Would you let me have your advice and counsel on this point?

This letter is sent to tell you what is in my mind on this vital question. I am sure you know that my only objective is to further your mission.

Sincerely,



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AFAEP
BJO/mc/72700
28 May 1944

General Dwight D. Eisenhower, USA, O-3822
Supreme Headquarters, Allied Expeditionary Force
A.P.O. 8757
c/o Postmaster
New York, New York

My Dear Eisenhower:

General Arnold and I have been giving serious thought to the important question of air command in Europe. I agree thoroughly with the principle that we must insure the application of the maximum unified air effort to the defeat of Germany. As action is not contemplated at this time, would you kindly let us have your private views in the near future.

Only the importance of this subject causes me to add to your burden at this time.

Faithfully yours,

AFAEP

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\FAEP
C/AS, Plans
AJR/ff/72538
18 Apr 44

[redacted] SECRET

General Dwight Eisenhower, USA
Supreme Commander, Allied Expeditionary Force
APO 887
New York City

Dear Ike:

Several Army Air Force officers returning from the U.K. have told us of various plans, in course of preparation by your planning staff, designed to neutralize the coastal batteries in the NEPTUNE area. As these plans have been in a state of flux the enclosed appreciation may not correctly reflect your present views. I am sending it to you in the hope that it may be of some use to those who are planning this operation.

It was most reassuring to read that you are optomistic about the future.

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AFAEF
EWP/mar/8024
16 Apr 44

General Dwight Eisenhower, USA
Supreme Commander, Allied Expeditionary Force
APO 887
New York City

Dear Ike:

Your letter of the 7th relieves my mind somewhat and God knows I hope you have a solution to this problem of our Antiaircraft firing on our own planes. When OVERLORD starts and we have 10,000 sorties daily this from an AAF point of view will become a major problem. I would greatly appreciate your sending me a copy of the comprehensive Operation Memorandum that you mention.

There is no question in my mind but that the only effective answer is to actually place the Antiaircraft under Air Force command. Combating the enemy air effort appears to be an air job in its entirety.

I cannot help but feel that means should be found to eliminate any exceptions to Air Force control of the Antiaircraft. If exceptions to this control are absolutely necessary couldn't the Antiaircraft be directed to assume that all aircraft are friendly unless and until they prove otherwise? Sufficient control by the Air Force must exist even with these exceptions in order to insure that our effort will succeed and our Air Force will not be jeopardized. Special AEAF markings will help the matter of aircraft recognition but only at low altitudes.

Naturally I do not question your judgment. I have written the above only to show you my deep concern so that you will have my straightforward opinion for consideration when making these necessary decisions.

Sincerely

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145.161-2
Jan-Jul 1974

RETURN TO:

Director
Aerospace Studies Inst
ATTN: Archives Branch
Maxwell AFB, Alabama

S C
1944 S C
15 Jan 1944
1 Feb 1944

Classification canceled/changed to ____ per ltr dtd 21 Nov 1944, Hdqr Wright Patterson Air Force Base
by authority of Hqs AAFEATC ltr dtd 21 Nov 1944
date 13 Sept 1945
by

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EO 11652

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T.S. 1320



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CROSSBOW

3538-7

S C

1944 S
1945 C
1946
1947

Classification cancelled/changed to _____
by authority of Hqs AAFE ltr dtd 21 Nov 44, Hdq US Strategic Air Forces in Europe
by _____ date 13 Dec 45

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[redacted]

Navy or Marine Units to Engage Crossbow Targets

[redacted]

Classification canceled (changed to ____
by authority of Hq AAF Ltr ltd 21 ____, 4/cd w/m L. Webster
by ____ date 12 Sept 47

Date: 5 July 1944
Comment: No. 1 CA Info Cmb
HMB/hd/3373

TO : General Kuter
General Craig
FROM: Chief of the Air Staff

1. Reference is made to TOP SECRET Cable Cm-In-3221, from Spaatz to Arnold, wherein Spaatz places the responsibility back on General Arnold as to whether or not we send over Navy or Marine Units to engage the crossbow targets. I talked this matter over with Gen Arnold today and he is of the opinion that we should send the Naval units including Marines over to U.K. if the actual tests indicate that such units are able to attack effectively the ski sites.

2. Due to projectile repercussions and the amount of damage actually being inflicted on civilians (primarily) I believe it would be a good idea to send over at the earliest practicable date a small number of Naval units.

3. It is directed that a thorough and complete understanding be had with the Navy that all such units or individual pieces of equipment will be assigned to and operated directly under Spaatz.

4. Please keep me informed, as well as Spaatz, as to the status of this project.

[redacted]

/s/
BARNEY M. GILES
Lt. Gen., U.S.A.
Chief of the Air Staff.

TO : General Craig (BY HAND THRU
COL GUYER - for Info.)

Date: 5 July 1944

FROM: General Kuter [redacted]

Comment: 2
LSK:mnh:5833

1. Understand OC&R is arranging a test at Eglin and will handle the movement of Navy squadron to the U.K. if the Eglin test shows promise. Recommend a firm decision be made here if this test shows promise of successful operations against the large, heavy installations among the NOBALL targets. If this test indicates ability to destroy ski sites only, that fact should be transmitted to General Spaatz for remark and recommendation prior to reaching a firm decision here.

2. Associated with this project is the movement of a Navy robot B-24 capable of carrying 28,000 lbs. of high explosives. It is understood that OC&R is moving this airplane to the U.K. without further discussion to permit General Spaatz to study its method of control prior to its employment against a NOBALL target.

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Navy or Marine Units to Engage Crossbow Targets

General Craig (By Hand thru Col Guyer for info.) 5 July 1944

2

General Kuter LSK:mnh:5833 continued

3. Plans Division would appreciate opportuhity to coordinate on ~~some~~ messages to General Spaatz in connection with both of these projects.

L. S. KUTER,
Major General, U.S.A.
Asst. Chief of Air Staff, Plans.

[redacted]





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RETURN THIS RECEIPT IMMEDIATELY TO:

AC/AS, Plans
Room 3-E-1[illegible]
Pentagon Building

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Registry No.

Date 5 May 44

Serial No.
File No.
or Subject } CROSSBOW

with: One inclosure(s)

indorsement(s)

Addressee:

The Commanding General
Room 3-E-1009
Pentagon Building

Nola Walker

NOTE.—Sheet 2 (addressee's copy) to be retained by addressee.

(DUPLICATE)

W. D., A. G. O. Form No. 996, 16 July 1943 (See AR 380-5). CLASSIFIED DOCUMENT RECEIPT 16—36304-1

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MAY 26 1944

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CROSSBOW

Commanding General, Army Air Forces

AC/AS, Plans

1

CHG/ff/6724

Attached is a report by A-2, addressed to Commanding General, Army Air Forces, which was forwarded through AC/AS, Plans for information.

L. S. KUTER
Major General, U. S. A.
Asst Chief of Air Staff, Plans

JOE L. LOUTZENHEISER
Colonel, G. S. C.
Chief, Operational Plans Div.

Incl
Report by A-2

SECRET

AFAEP File Copy

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AC/AS, PLANS

Date 5-23-44

SUBJECT: CROSSBOW dtd 5-23-44 to CG/AAF fm ACAS/Intel (Gen.White) w/buck-slip att dtd 22 May 44.

The above described TOP - SECRET papers have been received this date in this office. Circulation of these papers will be strictly limited to those whose work is involved, and the name of each person who handles or has knowledge of their contents will be entered below as indicated.

Copies will be made as required for file only in the Executive Office and only as directed by the Top Secret Control Officer.

These papers will be returned to the Top Secret Control Officer (Room 3E-1074) for record prior to dispatch from this Office. This sheet will not be removed except by him when forwarded.

| NAME | DATE | TIME | PURPOSE | ALL PAPERS ATTACHED: |
|---|---|---|---|---|
| [illegible] | 5-23-44 | 1530 | [illegible] | [illegible] |
| EB Leland | 5/23/44 | 1418 | Info | Yes |
| [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| ACC | 5/25 | 0900 | " | " |
| [illegible] | 5/25 | 1000 | " | " |
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MEMORANDUM FOR THE RECORD:

4-433, AF Rev. 4/13/44

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AC/AS, Plans
RSW/jw/72538
wtn 22 Apr 44

APR 2 [illegible]

Transmittal of Final Report on Supplementary Report on CROSSBOW.

Lt. Gen. Carl Spaatz
CG USSTAF, APO 633
c/o Postmaster, New York

Incloeed herewith, five (5) copies of above named report. Request copies be delivered in accordance with list in possession of Colonel Joe Mazzaro.

For the Commanding General, Army Air Forces:

L. S. KUTER
Major General, U.S.A.
Assistant Chief of Air Staff, Plans

Incl.
5 copies of
final Report.

-Crossbow-

| OFFICE SYMBOL | 1 | 2 | 3 | 4 | 5 | 6 |
|---|---|---|---|---|---|---|
| SIGNATURE OF RESPONSIBLE OFFICER | [illegible] | | | | | |
| INTERNAL OFFICE COORDINATION | [illegible] | | | | | |

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AC/AS, Plans
JWH/jw/72538
wtn. 4/19/44

APR 21 1944

MEMORANDUM FOR THE DEPUTY CHIEF OF STAFF:
Attention: Director, New Developments Division.

Subject: CROSSBOW

1. This Headquarters is in general agreement with the comments contained in your Memorandum of 17 April 1944 dealing with Colonel Hickman's report on his recent CROSSBOW mission to the United Kingdom.

2. With reference to your requests of paragraph 5:

a. It is expected that the Intelligence Major from USSTAF performing liaison with the Air Ministry on this subject will closely cooperate with Dr. Robertson, who it is understood, is acting for and with the Assistant Chief of Staff, G-2, ETOUSA, in this matter. The subject was discussed by Colonel Hickman with the liaison Major and the latter fully understood this principle of cooperation.

b. Copies of the fortnightly summary cables are being automatically furnished to G-2, War Department, and to your office. As you indicate, the liaison with Dr. Robertson should provide this information for G-2, ETOUSA.

c. Lt. Col. Beaman from the office of the Assistant Chief of Air Staff, Intelligence, has been detailed as liaison officer from the Air Staff to your office. However, Colonel Hickman will continue to study this subject and will be available for consultation in this matter.

For the Commanding General, Army Air Forces:

L. S. KUTER
Major General, U.S.A.
Assistant Chief of Air Staff, Plans

2 Incls.
1-Memo for CG/AAF
2-Cy rpt on CB

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AC/AS, PLANS [redacted] Date 4/18/44

SUBJECT: CROSSBOW. (Memo for CG, AAF fr Director, New Developments Division, 4/17/44 w/1 Incl - Cy Rpt w/1 attachment)

The above described TOP - SECRET papers have been received this date in this office. Circulation of these papers will be strictly limited to those whose work is involved, and the name of each person who handles or has knowledge of their contents will be entered below as indicated.

Copies will be made as required for file only in the Executive Office and only as directed by the Top Secret Control Officer.

These papers will be returned to the Top Secret Control Officer (Room 3E-1074) for record prior to dispatch from this Office. This sheet will not be removed except by him when forwarded.

| NAME | DATE | TIME | PURPOSE | ALL PAPERS ATTACHED: |
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| | " | 1110 | | |
| E D Leland | 4/19/44 | 1118 | | Cys |
| RMB | 4/19/44 | 1510 | " | " |
| | " | " | " | " |
| JC Beaumont | 4-19-44 | 0915 | " | " |
| [illegible] | 4/19/44 | 0930 | action | Yes |
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MEMORANDUM FOR THE RECORD:

PLEASE NOTIFY EXECUTIVE OFFICE OF DISPOSITION.

[redacted] SECRET

4-433, AF Rev. 4/13/44

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AFAEP
AC/AS, Plans
JWH/ff/72538
15 Apr 44

Supplementary CROSSBOW Report

APR 18 1944

Commanding General, USSTAF, UK

1. Attached herewith is one copy of preliminary report of a supplementary CROSSBOW test. It will be noted that this report indicates the suitability of a 250 pound GP bomb against CROSSBOW targets. It will be further noted that white phosphorus is not a highly suitable weapon except probably as a marking agent.

2. It is expected that final report will be available in the near future, at which time five copies will be furnished you for distribution in accordance with a list in the hands of Colonel Joe Mazzaro in your Operations office.

1 Incl
Report

L. S. KUTER
Major General, U. S. A.
Asst Chief of Air Staff, Plans

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WAR DEPARTMENT
ARMY COURIER SERVICE
WASHINGTON, D. C.

NO _____

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DATE HOUR

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Received from AC/AS, Plans Rm. 3E 1078 The Pentagon the below-described pieces
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| 40 | Lt Gen Carl Spaatz | | | | |
| | APO 650, USA | | | | |
| | C/O Postmaster | | | | |
| | New York, N. Y. | | | | |
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CROSSBOW Report

AC/AS, Intelligence, Attn: Col. Beaman

AC/AS, Plans, OPD Division, European Branch

APR 15 1944
1
JWH/mar/72538

Attached herewith for your information is one copy of a preliminary report of a supplementary CROSSBOW Test. One copy of this report has been forwarded to the CG, USSTAF and it is contemplated that five (5) copies of the final report will be forwarded to him when available.

1 Incl:
Copy of CROSSBOW
report Cy-5

JOE L. LOUTZENHISER
Colonel, GSC
Chief, Operational Plans Division

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FILE

APR 13 1944

Report on CROSSBOW Mission to United Kingdom

Chief of the Air Staff, Army Air Forces

1. Pursuant to verbal directive of the Commanding General of the Army Air Forces and to written directive attached herewith as inclosure No. 1, the undersigned departed Washington, D. C., on March 6 for the United Kingdom for the purpose of presenting to the Commanding General of the Army Air Forces in the United Kingdom the report resulting from the CROSSBOW test conducted by the CG AAFPGC at Eglin Field, Florida, during the month of February, 1944.

2. Upon arrival in the United Kingdom General Grandison Gardiner, CG AAFPGC, present in the theatre on another mission, was contacted and the undersigned operated in close cooperation with General Gardiner on this mission. Various conferences and conversations were held with representatives of USSTAF, 8th Air Force, 9th Air Force and its Advance Headquarters, 8th Fighter Command and 9th Fighter Command. The Headquarters of the AEAF in London were also visited and the matter discussed with Major General Hoyt Vandenberg, Deputy C-in-C, and the Operational Staff. Air Ministry was contacted and several conversations were held with Air Marshal N. H. Bottomley, DCAS; and Air Commodore Pelly, Special Operations; and their Staffs.

3. Through the courtesy of Air Marshal Bottomley and the R.A.F., two R.A.F. stations operating Typhoons and Mosquitoes against CROSSBOW targets were visited and conferences held with highly experienced operational officers as to actual combat experience. Several AAF operational stations were also visited and personal observation made. Through these conversations, and personal experience and observation, the following combat impressions were obtained:

a. Because of weather conditions and excellent camouflage, targets are extremely difficult to identify and bomb successfully.

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b. The increasing prevalance of both light and heavy anti-aircraft defenses throughout the general area, as well as around specific sites, make operations, particularly low flying, extremely difficult as well as hazardous. Medium altitude bombing efficiency is also greatly impaired.

4. The report of the test at Eglin Field was exceedingly well received by both R.A.F. and A.A.F. authorities. Combat experience figures, both as prepared by the R.A.F. and by the A.E.A.F., very closely parallel the conclusions indicated in this report. (See Incl. No. 2) A.A.F. authorities welcomed any alternative to the use of heavy bombers, although it is not now felt CROSSBOW presents a direct diversion from the primary mission. Missions run against these targets are viewed as practice missions for new units. Employment of medium bombers affords no serious diversion since these targets afford good practice and the number of other suitable targets is limited. The fact, however, that supply sites and large rocket sites afford a much more suitable target for pattern bombing; as opposed to low-flying or fighter-bomber tactics; than SKI sites, remains. It is believed that A.A.F. authorities feel that the employment of their fighters, particularly those of the 9th Air Force, both in low-flying and fighter-bomber tactics, is a very reasonable one and within their capabilities, provided necessary training can be accomplished and equipment and crews diverted from the present escort mission.

5. From the latest intelligence available through R.A.F. sources it would appear that the CROSSBOW menace is well under control. Sixty seven out of the 96 confirmed sites are now placed in category "A" so far as damage is concerned. Supply sites in the ration of 1 to 18 ski sites have now been identified, located, and distinguished from sites believed to be for large rocket projection. In view of 67 sites being in category "A", and assuming a continuation of bombing effort on the present scale, the R.A.F. intelligence appreciation is that by the latter part of April there will not be more than the equivalent of 10 operational sites and that this number will depreciate as time goes on.

6. Specific results from this mission, observed prior to departure from the theatre, are:-

a. Establishment of direct liaison between Hq. USSTAF and Air Ministry on this problem, employing full time services of an American Major from the Intelligence section. Arrangements have been made to furnish by cable this headquarters with a fortnightly summary of CROSSBOW operations.

b. Expression by the Deputy C-in-C of the AEAF of his support of low-altitude operations against these targets, as opposed to high altitude work.

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c. Intense interest displayed by CG, 9th Fighter Command. Three groups of P-47s fighter-bombers were dispatched for first time against these targets. Tactics and bombs employed were not considered suitable but, upon request, Lt. Col. D. G. Hawes is remaining in the United Kingdom to indoctrinate units in the proper technique and keep our conclusions before the proper authorities.

7. It is felt that because of the greatly lessened menace of CROSSBOW under present operations and because of difficulties at the present time of diversion of fighter forces from the escort mission no great change will immediately be made in the operational policy against CROSSBOW targets. Other considerations, in connection with pending operations, appear to be more urgent. It appears to be the opinion of the High Command in United Kingdom that continuation of the present effort will not present serious diversion from other important missions and present directive is to this effect. Certain targets may be, for reason of camouflage and heavy defenses, susceptible only to high altitude level bombing tactics and it may be expected that heavy bombers will be employed against these objectives. In addition, it may be expected that heavies will be dispatched against large rocket and supply sites. It is, however, felt that should the CROSSBOW menace reappear advantage will be taken both of operational experience and of the Eglin Field Test and that fighters will be increasingly employed against these targets. It appears fighters might also be profitably employed against large rocket sites.

2 Incls.
1. Directive
2. Combat Experience Statistics

JACK W. HICKMAN
Colonel, Air Corps

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Address Reply to
Commanding General Army Air Forces
Washington 25, D. C.

ATTENTION: HEADQUARTERS, ARMY AIR FORCES
WASHINGTON

SUBJECT: CROSSBOW Mission

TO : Colonel Jack W. Hickman O-19718, Air Corps
Lt. Colonel D. C. Hawes O-385411, Air Corps Reserve

1. In connection with the CROSSBOW project conducted at Eglin Field, Florida which you have been supervising as a representative of the Commanding General, Army Air Forces, it is desired that you proceed immediately to the United Kingdom reporting upon arrival to the CG, Army Air Forces in UK. You will take with you one copy of the completed report prepared by the CG, Army Air Forces Proving Ground Command, together with such other material as you may deem necessary in connection with this problem.

2. It is desired that you present to the CG, United States Army Air Forces in the United Kingdom, the opinion of the CG, Army Air Forces, as to the most efficient bombing techniques to be indicated in the above mentioned report. You will make available to the CG, US Army Air Forces in UK, all information and experience gained in observing this project at Eglin Field. You will thoroughly aquaint him with all phases of various techniques employed against CROSSBOW targets at Eglin Field, together with all details, such as training, preliminary to the indicated operations. Upon presentation of this material and at such time as indicated by the CG, US Army Air Forces in UK, you will return to this headquarters and report to the CG, Army Air Forces the opinions of the CG, US Army Air Forces in the UK on this subject.

/S/ BARNEY M. GILES
Major General, U.S.A.
Chief of the Air Staff

A TRUE COPY

JACK W. HICKMAN
Colonel, Air Corps.



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Composite combat figures on CROSSBOW Operations (Sources - Air Ministry and Report of AEAF, dated March 9, 1944). (Figures only approximate due to difficulty in reconciliation).

| Type Aircraft | Sorties | | Category "A" Damages | Ton Per Category "A" | Casualties per Category "A" |
|---|---|---|---|---|---|
| | Dispatched | Bombed | | | |
| Heavies | - | 2050 | 20 | 246 | .77 |
| B-26's | 4451 | 2512 | 14.5 | 249 | .75 |
| A-20's & B-25's RAF | 1873 | 1154 | 8 | 250 | .8 |
| Fighter-Bombers (Typhoons) | 3496 | 2892 | 1 | 1216 | 13 |
| Low Altitude Fighters (Mosquitoes) | 820 | 524 | 16 | 41 | 1.1 |

Tentative conclusions drawn by CROSSBOW operations report, Hq. AEAF, March 9, 1944:-

1. CROSSBOW operations by enemy have been postponed and possibly neutralized without diversion from targets in Germany.
2. Repair system on SKI sites has been disorganized.
3. Discontinuance of effort would, however, allow Germany to mount attacks.
4. Bombing is improving.
5. Low-flying attacks are expensive.
6. Large formations of heavy bombers cause the most damage.
7. The greatest economy, for damage result obtained, is in employment of Mosquitoes.

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8. Fighter-bomber operations are expensive but serve as a deterrent to workmen.

NOTE 1. Figures and statistics vary from day to day and no two sets agree. Air Ministry and AEAF figures, however, are closely parallel.

NOTE 2. Conclusions are tentative and subject to contention.



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Date 12 April 1944

Serial No.
File No.
or Subject } R o C M T U K

with: listed inclosure(s)

indorsement(s)

Addressee: Robert N. Harper, Lt Col
Chief of the Air Staff

NOTE.—Sheet 1 to be retained in suspense file until receipt (sheet 3) has been signed and returned; then sheet 1 should be destroyed.

(ORIGINAL)

W. D., A. G. O. Form No. 996, 16 July 1943 (See AR 380-5). CLASSIFIED DOCUMENT RECEIPT 16—36304-1 U. S. GOVERNMENT PRINTING OFFICE

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SECRET SECURITY

Report on CROSSBOW Project

AC/AS, OC&R

AC/AS, Plans

6 March 1944

1

DSB:mmh:71223

1. Noted.

2. Forwarded for your information.

3/Incls:
#1 - Rpt (as abv) - Cy no. 1 dtd 1 March 1944
#2 - Memo for Gen Arnold fr Gen Gardner (Prov Gr Cmd) 2/28/44
#3 - 12 Secret Photographs of CROSSBOW Project.
w/Orig only.

D. S. BLOSSOM,
Major, G.S.C.
Executive.

SECRET SECURITY



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AC/AS, PLANS

Date 3/2/44

SUBJECT: Report on CROSSBOW Project, XXX Report Cy #1 - March 1, 1944 w/1 Incl - Memo for Gen Arnold fr Gen Gardner (Proving Ground Command) 2/28/44 w/12 Secret Photos Crossbow Project.

The above described SECRET - SECURITY papers have been received this date in this office. Circulation of these papers will be strictly limited to those whose work is involved, and the name of each person who handles or has knowledge of their contents will be entered below as indicated.

Copies will be made as required for file only in the Executive Office and only as directed by the Security Control Officer.

These papers will be returned to the Security Control Officer (Room 3E-1074) for record prior to dispatch from this Office. This sheet will not be removed except by him when forwarded.

| NAME | DATE | TIME | PURPOSE | ALL PAPERS ATTACHED: |
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| M. J. Stockaday | 3-2-44 | 2:30 P.M. | Record | Yes |
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MEMORANDUM FOR THE RECORD:

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RETURN THIS RECEIPT IMMEDIATELY TO:
AC/AS, Plans
Room 3E 1076 The Pentagon

POSTAL
Registry No.

Date 3/6/44

Serial No. / File No. / or Subject: R&R "Rpt on CROSSBOW Project"

with: 3 Incls (as listed) inclosure(s)

indorsement(s)

Addressee:
AC/AS, OC&R

William J. Joyce, Major

NOTE.—Sheet 2 (addressee's copy) to be retained by addressee.

(DUPLICATE)

W. D., A. G. O. Form No. 996, 16 July 1943 (See AR 380-5). CLASSIFIED DOCUMENT RECEIPT 16—26504-1 U. S. GOVERNMENT PRINTING OFFICE

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SECRET SECURITY

AFAEI
CMT/ch/6724
wtn 5/Mar/44

MAR 6 1944

MEMORANDUM TO COMMANDING GENERAL, ARMY AIR FORCES PROVING GROUND COMMAND, EGLIN FIELD, FLORIDA.

ATTENTION: Chief of Proving Department

Subject: Paraphrase of Secret Cable

Attached hereto is paraphrase of a secret cable in reference to the CROSSBOW project. You will note that this cable is a continuation of the two cables, paraphrases of which have been previously forwarded to you.

Incl:
Paraphrase of cable
(with orig only)

CHARLES M. TAYLOR,
Colonel, G. S. C.
Office of the Asst Chief of Air Staff
Operational Plans Division

AFAEP Hist

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P A R A P H R A S E

INCOMING MESSAGE

FROM: Bern

TO: War

No. 1211, 3 Mar 1944
(Continuation of messages No. 1207 and 1210)

Each parachute incendiary cartridge is made up from top to bottom as follows: (First) spring catch to hold it in place and insure pushing out of top of cartridge 5 seconds after release by means of delayed action camera type trigger and allowing the folded parachute to come free pulling with it, (second) a thin coiled steel wire 20 to 30 meters long, the lower end of which is fastened to, (third) the bottom of the cartridge which contains the incendiary charge. Part of the wire is imbedded spirally in the incendiary material. The incendiary material, which is sticky, is believed to be of high caloric content and it is further believed that it is set off by the withdrawing of the wire. It is not definitely established as to whether the charge is set off automatically or when the wire makes contact with some foreign body.

As for ballistics, the average speed is 312 meters per second in the first 4500 meters, and the average speed of rotation is 15.6 revolutions per second. The speed diminishes after this point. The reduction in velocity is about 64% at 8330 meters. As the ejection of the parachute incendiary cartridge to a distance of 55 meters radius requires a minimum rotation of at least 9 revolutions per second, this altitude is considered the maximum effective range, because rockets at



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this altitude rotate approximately 9.9 revolutions per second.

Experiments were conducted with rockets that were larger in both length and girth which held 27 incendiary cartridges. 13000 meters was the maximum altitude reached by these larger rockets. At this altitude, however, the rotation was too weak to throw out the cartridges.

Plot of trajectory curve is as follows:

4300 Meters altitude in 13½ seconds

6500 Meters in 21½ seconds

8333 Meters in 31 seconds

9500 Meters (maximum) in 50 seconds.

This trajectory curve is reported from memory and its accuracy is not assured nor was the exact firing angle known.



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ARMY COURIER SERVICE
WASHINGTON, D. C.

NO 15

3/6/44 DATE 1205 HOUR OF DISPATCH

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|---|---|---|---|---|---|
| 1 | Commanding General<br>AAF Proving Ground Command<br>Eglin Fld, Fla (Ch/Prov. Dept)<br>(Major ED J Doherty - or Asst) | C R Helmick | 1210 | | |

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Jerry J Pearce 2nd Lt
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WAR DEPARTMENT
ARMY POSTAL SERVICE

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DATE: March 6 1944

FROM: AC/AS, Plans (Sending Office) 3E - 1078 (Room) 71223 (Phone)

TO: WAR DEPARTMENT FOREIGN MAIL ROOM

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| Number | Env., Pkg., Pouch, etc. | Any Descriptive Number | Addressee | Dispatch Particulars |
|---|---|---|---|---|
| 67601 | Envelope | 15 | CG, AAF Proving Ground Command<br>Eglin Fld, Florida<br>(Chief, Prov. Dept)<br><br>MAJOR ED J DOHERTY or Asst. | |

Dispatching Office: DO NOT USE THIS SPACE

Dispatching Office: DO NOT USE THIS SPACE

RECEIVED MAR 6 1944 A.P.S.

W.D., A.G.O. Form No. 820
22 November 1943

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Receipt Acknowledged C R Holmside

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SECRET SECURITY

AFAEP
JWH/ch/72538
wtn 4 Mar 44

MAR 4 1944

MEMORANDUM TO COMMANDING GENERAL, ARMY AIR FORCES PROVING GROUND COMMAND, EGLIN FIELD, FLORIDA

ATTENTION: Chief of Proving Department
Subject: Paraphrase of SECRET Cable

At General Arnold's instructions inclosed herewith is paraphrase of secret cable, reference our CROSSBOW project. This is for your information and study, and any action that you care to take.

J. K. HICKMAN
Colonel, Air Corps
Office of the Asst Chief of Air Staff
Operational Plans Division

Incl:
Paraphrase of cable

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WASHINGTON, D. C.

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|---|---|---|---|---|---|
| 17 | CG, AAF Proving Ground Command | Joseph E Higgins 2nd Lt AGD | 1111 | 10878 | Ency |
| | Eglin Field, Florida (Ch/Proving Dept) | | | | |
| | (Major Ed J Doherty - or Asst) | | | | |

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WAR DEPARTMENT
HEADQUARTERS OF THE ARMY AIR FORCES
WASHINGTON

19 February 1944

MEMORANDUM FOR GENERAL ARNOLD:

Subject: Crossbow Data to Air Marshal Bottomley.

1. I have authorized Colonel Hickman to deliver a set of preliminary report data from Eglin Field on the Crossbow project to Air Marshal Bottomley prior to the latter's departure from Washington at 11 A.M. today.

2. These data are photographs and factual statements, most of which you have seen and do not include any official AAF conclusions or recommendations.

L. S. KUTER,
Brigadier General, U. S. A.
Acting Chief of Air Staff.

2/19/44

To: Gen Kuter

OK

2/19

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HEADQUARTERS ARMY AIR ...S

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TO: AC/AS, Plans. DATE 2/19/44

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| | INFORMATION | | RECOMMENDATION | | SIGNATURE |
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REMARKS:

Gen. Kuter asked that the attached be sent to AC/AS, Plans. for filing.

FROM: AFCAS

| NAME | OFFICE OR SYMBOL |
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| Lt. Col. J. R. Bruner | |
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AC/AS, PLANS

Date 2/16/44

SUBJECT: Bombing of German Secret Weapons. Memo for Deputy Chief of Staff, fr Gen Henry - New Dev. Div. - dtd 2/7/44 w/1 Incl - Notes on the Bombing of SKI Sites - 2/7/44 (6 pgs)

The above described SECRET - SECURITY papers have been received this date in this office. Circulation of these papers will be strictly limited to those whose work is involved, and the name of each person who handles or has knowledge of their contents will be entered below as indicated.

Copies will be made as required for file only in the Executive Office and only as directed by the Security Control Officer.

These papers will be returned to the Security Control Officer (Room 3E-1074) for record prior to dispatch from this Office. This sheet will not be removed except by him when forwarded.

| NAME | DATE | TIME | PURPOSE | ALL PAPERS ATTACHED: |
|---|---|---|---|---|
| D R Blossom | 2-16-44 | 3:45 | Distribution | Yes |
| M. Hockaday | 2-16-44 | 3:40 | Record | Yes |
| J H Klemm | 16 Feb 44 | 1605 | Info | Yes |
| A. E. Carlson Jr | 16 Feb 44 | 1715 | Info | Yes |
| Forbes Jr. | Feb 20 | 1630 | | Yes |
| H C Beaman | 21 Feb 44 | 1245 | Info | Yes |
| L P Rankin | 2 Mar 44 | 0950 | Info | Yes |
| L McLaughlin | 2 Mar 44 | 0950 | Info | Yes |
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MEMORANDUM FOR THE RECORD:

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Classification Authorized by the Director, New Developments Division
Initials [illegible] Date 7 Feb 44

WAR DEPARTMENT
NEW DEVELOPMENTS DIVISION
WASHINGTON 25, D. C.

7 February 1944

MEMORANDUM FOR THE DEPUTY CHIEF OF STAFF:

Subject: Bombing of German Secret Weapons.

I. DISCUSSION.

1. A study by Assistant Chief of Staff, G-2, of the potentialities of the CROSSBOW threat indicates the following facts:

a. That during the period of 10 - 21 January 1944, the enemy's overall construction on the 97 confirmed sites is estimated to have increased 5%, despite Allied bombing.,

b. That 60 men working on two 8-hour shifts per day can complete a site in 20 days.,

c. That while only 97 sites are now confirmed the total number of sites may reach 150.

2. From the above facts, it can be concluded:

a. If the Allied rate of bombing and the enemy rate of construction are maintained at their January levels, it should be possible on 22 March to have placed 67 sites in Category "A" (15% structural damage). If the Allied rate of bombing is increased, it may well be that all of the 97 sites by that time (22 March) will be placed in Category "A".,

b. The enemy, by a super-repair effort, may at any particular time bring all Category "A" sites to a state of completion within one to three weeks' time.,

c. No countermeasure has been evolved which would assure the disruption of such a super-construction effort, other than an intensification of the present aerial bombing program.

3. It is of War Department concern to know the extent and nature which such an intensification of bombing would entail, in order to be able to gauge its effect on:

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a. The strategic bombing of Germany.,

b. OVERLORD operations.

4. Attached hereto is a study "Notes on the Bombing of Ski Sites", 7 February 1944, which is a mathematical analysis of the effectiveness of bombing employing present techniques. This should be of assistance in the study of further bombing against these targets.

II. RECOMMENDATIONS.

The Chief of Staff directs that the Commanding General, Army Air Forces:

1. Prepare an operational study which shows what employment of Air Forces in United Kingdom is required to place ski sites in Category "A" at the rate of 125 per week for two weeks during March or during April, using bombing technique of the same effectiveness as in the past. The following should be brought out in this study:

a. The type of aircraft and probable number of sorties which would be diverted from their normal employment in the strategic bombing of Germany.,

b. The extent, in time and effort, of revising the training of crews so diverted.,

c. The type of aircraft and probable number of sorties which would be diverted from their normal employment in direct air support of OVERLORD if:

(1) The diversion becomes necessary within a month prior to OVERLORD.,

(2) The diversion becomes necessary during the initial stages of OVERLORD.

d. The extent to which each of the major air commands (i. e., the U. S. Eighth, Ninth Air Forces, the RAF Tactical Groups, the RAF Bomber Command) would be committed to this diversionary effort.

2. Expedite the return of the study in order that, if the findings appear to justify doing so, it may be analyzed for possible preparation of specific recommendations for consideration by the Combined Chiefs of Staff.



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III. CONCURRENCE.

Asst. C. S., G-2 (J.W.)

Asst. C. S., OPD (JJH)

S. G. HENRY,
Major General, U. S. Army,
Director, New Developments Division.

12 FEB 1944

APPROVED
By order of the Secretary of War
JOSEPH T. McNARNEY
Deputy Chief of Staff, U. S. Army

By O. L. NELSON
Brig.Gen., G.S.C., Asst. Deputy Chief of Staff

NOTED-DEPUTY CHIEF OF STAFF, U.S. ARMY

1 Incl.
Notes on Bombing,
dtd 7 Feb 44.



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# NOTES ON THE BOMBING OF SKI SITES

Feb. 7, 1944

H. H. Germond
Applied Mathematics Panel
National Defense Research Committee

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## Foreword

Where an assumption was needed as to the general nature of the spread of the bombs, it was assumed that this was Gaussian, on the average.

No high order of precision is claimed for the computations. In many instances only a rough estimate could be made as regards the fundamental data itself.



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Category A

A site is defined as being in category A (or, as receiving category A damage) if any one of the following structures is rendered unusable by a direct hit.

| Structure | Ground Dimensions | Area, Sq. ft. |
|---|---|---|
| Q | 42'7" X 44'4" | 1890 |
| $R_1$ | 27'9" X 70'6" | 1960 |
| $R_2$ | 26'3" X 45'1" | 1180 |
| $S_T$ | 16' X 27' | 430 |
| P | 13' X 27' | 350 |
| T | 30' X 30' | 900 |
| | Total Area | 6710 Sq. Ft. |

(The effective area of the ramp is unknown at this time, and has been omitted from the list.)

These structures are variously spread over the target area; 1000 to 1400 ft. might be representative of the greatest "diameter" of a typical site.

Under these conditions, the probablility than any one particular bomb will hit any one of the structures is, approximately,

$$P = \frac{.20 \text{ Area}}{(cep)^2}$$

where

Cep= Circular probable error
= radius of circle which contains 50% of the hits.

A value of 1200 ft. for the Cep appears typical of operations in the European theater; using their value,

$$P = \frac{.20 \times 6710}{(1200)^2} = .00093$$

Thus, if 100,000 bombs were dropped over such sites, we might expect to score only 93 hits, on the average. To put this another way, we should expect on the average to score 1 hit per 1080 bombs.



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The following table shows the relationship between the number of bombs released over a site under these conditions and the probability of doing category A damage:

| Number of Bombs | 750 | 1200 | 1500 | 2500 |
|---|---|---|---|---|
| Probability | .50 | .67 | .75 | .90 |
| Odds in Favor | "50-50" | 2to1 | 3to1 | 9to1 |



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Bombing Accuracy

The bombing accuracy appears to be consistent with that accomplished in other operations in the European theater. The following example illustrate this point.

CAMPNEUSVILLE

The report of 5 Jan. 1944 states that 190 bombs were dropped and that 24 bursts were observed in the target area. From a photograph outlinning this target area, its value was estimated as close to 900,000 sq. ft. If the circular probable error (Cep) of the bombing group were 1000', then the probability of a hit within this area should be about .14; out of 190 bombs, 27 might be expected to strike within the area. If the Cep were 1200', then the probability of a hit would be about .11, and 21 out of 190 bombs might be expect to fall within the area. These expected numbers of hits bracket the actual number, 24.

Summary of Bombing Results

A recent summary shows that 8,544 tons of bombs have been dropped on 83 sites, placing 23 of these in category A.

Is this in line with other experience in bombing?

If these were all 500 lb. bombs, then the total number dropped was 34,176. If these were all 1000 lb. bombs, the total number dropped was 17,088. If three quarters of the weight was in 500 lb. bombs and the remainder in 1000 lb. bombs, then the total number dropped was 29,904. For the purposes of comparison it will be assumed that 30,000 bombs were dropped.

On the basis of 6710 sq. ft. of vital target area (see page 2) and a circular probable error of 1200 ft. for the bombing groups, the probability of any one bomb hitting any of the vital buildings and so placing the site in category A is about .00093.

If further bombing of a site ceased the instant any one of the vital buildings were hit, then the number of sites which we would expect to place in category A by a total dropping of 30,000 bombs would be 30,000 .00093 or 28.

If, instead, the 30,000 bombs were equally allotted among the 83 sites, and no assessment of damage made until after all bombs had been dropped, it can be shown that the expected number placed in category A would be $83(1 - e^{30,000 \ .00093/83}) = 24$.



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Neither of these plans, of course, are followed. The first is most economical of bombs, but would require practically individual release of each and every bomb. The second plan would result in some sites being bombed after the required damage had been accomplished. These two plans are of interest only in one respect: they establish upper and lower limits for the expected number of sites placed in category A.

A reasonable estimate - without going into the details of each attack - can be obtained from the following assumptions: In each attack 200 bombs are released; no further attacks are made on a site after it has been placed in category A. The expected number of direct hits in any one attack is then 200 X .00093 = .186. The probability of doing category A damage (that is, of making at least one direct hit) is 1 - e .186= .170. Using 200 bombs in each attack, the total of 30,000 bombs allows 150 attacks to be made. The number of sites which may be expected to be placed in category A is then .170 X 150 = 26-.

It would seem that the actual figure of 23 sites so accounted for is in general agreement with results which might have been predicted. The discrepancy between 26 and 23 could be due to the roughness of the many estimates involved.

Importance of Reducing the Aiming Error.

Marked improvement in bombing accuracy would help greatly.*

If, for example, the bombing error could be cut in half by releasing from lower altitude (or by any other method), the expected number of hits would be quadrupled.

Since there could be multiple hits in some instances, the total number of sites receiving category A damage would not quite be quadrupled. It can be shown, however, that if the bombing errors in the past had been just half their actual values, the number of sites which we might have placed in category A by this time would have been 73 instead of 23.

* To some extent the circular probable error (expressed in feet, rather than in mils) is roughly proportional to the altitude from which the bombs are released; this, of course, is further influenced by the kind and amount of opposition encountered.



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Plan of Site

Is there any significance, from the standpoint of protection from bomb damage to the layout of the sites?

A few observations are in order. Certain features appear in all - or in most - of the site plans I have examined. These are:

1. The various structures are dispersed over a considerable area.

2. The greatest extent of the sites is of the same order of magnitude as the circular probable error of the typical bomb pattern.

3. The launching platform and ramp are always at one edge of the site.

4. The non-magnetic building is comparatively close to the launching platform.

5. The ski buildings are usually at the greatest distances from the launching platform.
   (In one exception to this, other buildings intervene. In a second exception, the site appears to be more heavily wooded.)

6. Many of the structures are located to utilize natural features of the landscape for concealment.

If an attacker had no means of knowing which structure was most vital to the site, he might logically aim at the center. With structures spread over an extent with greatest diameter equal to the Cep of bombing, the structures at the ends of the site would have about 15% less likelihood of being hit.

If there are two structures, both of which must be eliminated to render the site in operative, then it would be most logical to place these as far apart as other considerations will permit.

Storage of explosive material will logically be at such distance from vital elements as to safeguard the latter should such storage be hit by bombs. This may account for the relative location of the ski buildings.



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Random Notes.

There appears to be some attempt to keep the buildings as small as possible. This may have been done for purposes of economy, but it also serves to minimize the vulnerable area of the target.

Viewed entirely from the stand point of incapaciting the greatest number of targets with a given number of bombs, it is better to spread 10,000 bombs over 100 sites, than to concentrate on 10. This would not be the case if more than one direct hit were required for category A damage.

Even if these ski sites can be kept from operating, they have still served the enemy as a diversionary measure. If there are, say, 200 sites in all, and present rates of destruction prevail, another 66,000 tons of bombs would be needed to destroy the remaining 177 sites. This does not entirely represent bombs diverted from other missions, since some of these attacks are - and will be - made when weather conditions prevent other missions being carried out.



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1-27-44

MEMORANDUM FOR THE DIRECTOR, NEW DEVELOPMENTS DIVISION:

Subject: CROSS-BOW Counter Measures

At your request, the recommendations referred to in your memorandum of 24 January 1944, this same subject, have been forwarded to the Army Air Forces Board, Orlando, Florida for thorough investigation and incorporation in the report being prepared.

L. S. KUTER
Brigadier General, USA
Assistant Chief of Air Staff, Plans

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Subject: CROSS-BOW Counter Measures

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JOSEPH HALVERSEN
Colonel, GSC
Actg. Chief, Operational Plans Division

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24 January 1944.

MEMORANDUM TO THE COMMANDING GENERAL, ARMY AIR FORCES.
(Through The Deputy Chief of Staff)

Subject: CROSSBOW Countermeasures.

1. The Assistant Secretary of War for Air, Mr. Lovett, today visited the Director, New Developments Division, War Department General Staff, at the suggestion of the Secretary of War, for the purpose of discussing countermeasures against CROSSBOW targets in France. In the discussion of the problems, Mr. Lovett made certain specific recommendations, as listed below. It is requested that these recommendations be forwarded to the Executive Director, Army Air Forces Board, Orlando, Florida, as soon as possible for his consideration in connection with the Air Forces Board CROSSBOW Project.

2. Mr. Lovett is very strongly impressed by the possibilities of using fire as a destroying weapon, particularly of camouflage. If newly developed incendiaries can be accurately placed on the targets, the overall effect on installations thereat may be more devastating than damage caused by relatively localized high explosive bursts. With respect to incendiaries, he recommended specifically that tests be conducted using the aimable cluster, Type E6 R2, with M-69 solidified oil bomb with ejection charge.

3. It was suggested that possibilities be explored of the use of the Navy 7.2 rocket to be fired from a launching cradle which can be lowered from the bomb bay of the A-20 or the A-26. A weapon of this power and accuracy might provide new potentialities to our minimum altitude tactics.

4. It was also suggested by Mr. Lovett that detailed consideration be given to the possibility of employing repeated "pecking" attacks against the targets with purpose of disrupting construction work, of causing minor but continued damage, and of lowering morale among the workmen. These attacks should be carried out night and day, using all known navigational aids in combination with dropping of flares to mark the targets.

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5. This Division concurs in Mr. Lovett's belief that we must not channelize our thoughts in terms of high explosives only but must explore every possibility which can be presented toward effecting destruction of the enemy's installations and of his ability to repair damage that is done to them. In addition to the specific suggestions above, it is requested that all possible uses of incendiaries, including phosporus, be thoroughly investigated.

S. G. HENRY,
Major General, U. S. Army,
Director, New Developments Division.

For the Director, New Developments Division:

K. KUTSCHKO,
Colonel, C.S.C.,
Deputy Director, New Developments Div.

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ADDRESS REPLY TO
COMMANDING GENERAL, ARMY AIR FORCES
WASHINGTON 25, D. C.

SECRET SECURITY

FOR VICTORY BUY UNITED STATES WAR BONDS AND STAMPS

ATTENTION:

HEADQUARTERS, ARMY AIR FORCES
WASHINGTON

JAN 26 1944

MEMORANDUM FOR GENERAL KUTER:

Subject: Glide Bombs

1. At the present time, a study on employment of glide bombs, or guided missiles, is under preparation. The study includes the present status of the guided missile program, launching aircraft and appropriate targets.

2. On 15 November 1943, the recommendation that controllable glide bombs be employed against French channel defenses was made to the Commanding General, Army Air Forces. However, the present status of controllable glide bombs is such that it is not expected that they will be available before late summer of 1944.

3. The pre-set glide bomb has been developed and 4000 produced. These have been used for training and some sent to the 8th Air Force for operational employment. To date, no information has been received that they have been operationally employed against the enemy.

4. Information available indicates that the glide bomb study will point toward the employment of the controllable glide bomb in the Pacific area against such targets as shipping, harbor installation or any prominent target that is visible and can be approached without too much opposition from anti-aircraft fire or fighters other than those defending the immediate target area.

5. It is believed that the effort expended to date in the U.K. in preparation for use of glide bombs is far beyond the results that can be expected.

6. It is recommended that the attached cable be sent to Commanding General, U.S.S.A.F. directing him to conduct a glide bomb mission with the 8th Air Force against the coast of France, when a deep penetration, visual or overcast bombing can not be effected, due to weather but when the coast of France is clear. The results from this mission to be used as a basis to either continue or discontinue the present glide bomb activities in the 8th Air Force.

JOE V. LOUTZENHEISER
Colonel, G. S. C.
Chief, Operational Plans Division

2 Incls.
Proposed cable to C.G., U.S.S.A.F.
Memo for C/AS 12/20/43

despatched - 1/29/44
(see note next)

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Crossbow file

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TO: Plans (Col Boutzenheiser) DATE

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REMARKS:

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Comment &
Return

Lorry N. Tindal
Colonel, A.C.
Executive
Asst. Chief of Air Staff
Operations, Commitments & Requirements

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HEADQUARTERS ARMY AIR FORCES

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TO: DATE 1/18

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REMARKS: A report on Glide Bombs in UK If you have time to read it may prove worthwhile (G)

H. A. Craig
Brigadier General, U. S. Army
Asst. Chief of Air Staff
Operations, Commitments & Requirements

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TO: Gen. Craig DATE 1/11/44

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REMARKS: I discussed this with Gen. Anderson just before he returned to the U.K. and he and I agreed that the use of the Present Glide Bomb probably was the "hard way" to do the job. It appears, all things considered, that the use of these bombs might have applicability in certain special instances; that ordinarily the difficulties involved in getting them to the target, finding the target, and then hitting it, may not be worth all the trouble and effort concerned.

Technically the thing is entirely feasible, but I think that only operational trials will verify or controvert all the opinions that have been ventured on this project. I understand that Gen. Anderson is going to try them.

FROM: H. M. McClelland

| NAME | OFFICE OR SYMBOL |
|---|---|
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WAR DEPARTMENT
HEADQUARTERS ARMY AIR FORCE

Date 12/23

MEMORANDUM FOR:

Gen McClelland

Comment please

C

BARNEY M. GILES
Major General, U. S. Army
Chief of Air Staff

4-998,AF

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Addressee:

Col. Lewis

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(Signature of officer) (Rank and organization)

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(Date received)

W. D., A. G. O. Form No. 996, 16 July 1943 (See AR 380-5). CLASSIFIED DOCUMENT RECEIPT 16—56304-1 U. S. GOVERNMENT PRINTING OFFICE

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ADDRESS REPLY TO
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WAR DEPARTMENT
WASHINGTON, D. C.

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WAR DEPARTMENT
HEADQUARTERS OF THE ARMY AIR FORCES
WASHINGTON

SECRET
DEC 20 1943 BHG
DATE INITIALS

AFRDB
DEC 20 1943

MEMORANDUM FOR THE CHIEF OF THE AIR STAFF: (Attention General Giles)

Subject: Status of Glide Bomb Project in Eighth Air Force

1. Captain James D. Tillman, Jr., Army Air Forces Project Officer on the Glide Bomb Project for the Eighth Air Force has just returned and has given me the following resume of his work since his arrival at the United Kingdom on October 12, 1943.

2. The forty (40) crews who were trained in the United States and their airplanes arrived about the 20th of October and were assigned to the 41st Combat Wing.

3. After talking to General Anderson, Captain Tillman went to the 41st Combat Wing and was a member of General Travis's Staff.

4. It was decided that all aircraft and needed number of external racks would be modified so as to operate as a Wing on combat missions. A cable was sent to the United States requesting ninety (90) modification kits for B-17 and external racks. The reply to the cable was that they were en route by boat and would arrive in about two (2) months. Because of the delay en route the modification kits were made up at sub-depot station # 127.

5. About October 20, 1943 a meeting of General Travis, Commanding Officer of the 41st Combat Wing, all operations officers and combat crews, was called. Captain Tillman gave a lecture and a general discussion on tactics, construction and operation of Glide Bombs. The forty (40) crews and airplanes who were trained in the United States were assigned to the three (3) groups on three (3) different stations in the 41st Combat Wing. The eighty (80) trained instrument men were equally assigned to the three (3) stations for the purpose of checking out control boxes, balancing and loading Glide Bombs. Armament and Engineering officers and other personnel were given instructions in modification of external bomb racks and modification of airplanes for the Glide Bomb Project. All Ordnance personnel were familiarized in the Glide Bomb Project. Cooperation was given by each of the different sections toward the project.

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6. Practice formations were flown with loaded equipment every day that weather permitted. No equipment was dropped until all concerned were thoroughly checked off in flying close formations and assimilated practice runs for launching the equipment. Scares Rock, bombing target, was used for individual releases from each of the three (3) groups. During the month of November approximately twenty-five (25) practice missions were flown. One mass formation drop was made in the North Sea and individual releases were made on Scares Rock.

7. Critiques were held after each practice "Grapefruit" (Glide Bomb) Mission. Special interrogation questionnaires revealed operational speeds, settings, airplane characteristics and fuel consumption per hour.

8. Data on B-17 aircraft fuel capacity was obtained because of increased power settings in climbing and cruising. The aircraft are equipped with wing tanks, Tokyo tanks, one bomb bay tank or two bomb bay tanks. Fuel capacity in time of flight was figured for safe range and maximum range for the four (4) different types of tanks in B-17F and B-17G airplanes.

9. Because of poor visibility one (Radar $H_2X$) aircraft was assigned to the 41st Combat Wing. Six (6) navigators were given instruction on this equipment, and three (3) navigators were sent to PATHFINDER School. Special emphasis was placed on navigators because the largest error to be expected in operational use of the "Grapefruit" will be due to wind condition within the target area. This is due to the fact that the bomb is a flying body from a period of from three (3) to six (6) minutes and ranges of from ten (10) to twenty-five (25) miles. Therefore it is of utmost importance that the navigator be thoroughly conversant with the expected winds to be encountered in the target area, so that he in turn can inform the bombardier who will make the necessary changes on his sight for dropping angles and drift corrections.

10. Major Gehrlings, from VIII Bomber Command (map expert) assisted in "Grapefruit" problems by making up special maps. Graphs were also made to be placed on the maps so that the equipment could be launched in respect to points on the ground when the visibility was very poor. Wind changes and altitude were figured in on the graphs.

11. On November 19, 1943 one hundred and fifteen (115) aircraft and crews were ready for combat missions.

12. Officers from the Photographic Reconnaissance Unit came to the 41st Combat Wing and were instructed in proposed targets to be used.



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13. Pilots from the VIII Fighter Command were instructed in type formations to be flown, initial points and targets.

14. On December 2, 1943 Glide Bomb training was completed with one hundred and forty-three (143) crews and aircraft equipped for this project.

15. On the night before departure from ETO, December 12, 1943, Colonel Glen Williamson, A-3, Bomber Command, stated that he would initiate the Glide Bomb Project on next available mission providing weather conditions would permit this operation.

MILTON F. SUMMERFELT,
Colonel, Air Corps
Chief, Bombardment Branch
Requirements Division
Office of Asst Chief of Air Staff
Operations, Commitments and Requirements

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Air US 431-6 (35)

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AC/AS, Plans
JWH/mar/jw/72538

rewtn 1/26/44

CROSS-BOW Counter Measures.

JAN 26 1944

Commanding General, Army Air Forces Board
Orlando, Florida (Attention: Executive Director).

1. In connection with the special project on which your board is now engaged with reference to CROSS-BOW Counter Measures, it is desired that the following recommendations of the Secretary of War for Air, Mr. Lovett, be thoroughly investigated and results incorporated in your report or forwarded as an addendum thereto:

a. Use of all type of incendiaries, particularly the nimable cluster Type E6 B2 with M-69 solidified oil bombs with ejection charge; and phosporous.

b. Use of the Navy 7.2 rocket, fired from a launching cradle lowered from the bomb-bay of an A-20 or an A-26.

c. Harrassing raids, day and night, for the purpose of causing minor but continued damage disrupting construction and lowering morale.

By Command of General ARNOLD:

L. S. KUTER
Brigadier General, USA
Assistant Chief of Air Staff, Plans

JOSEPH HALVERSEN
Colonel, G. S. C.
Actg. Chief, Operational Plans Div.

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Crosbow

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| | DATE: 19 Jan 44 |
| | NO: |
| SUSPENSE DATE: | TYPE: h. slip w/memo |
| | FILE DESIGNATION: AG 471.6 (356) |

SUBJECT:

Status of glide bomb project i n 8th AF

| TO: Plans | TO: AEP Opn. Div | TO: | TO: | TO: |
|---|---|---|---|---|
| DATE: 20 Jan 44 | DATE: 1-20 | DATE: | DATE: | DATE: |

ACTION: HQ AAF

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with: 2 inclosure(s)
1-prpsd cable to CG, USAFIA
2-cy memo for c/s 12/20/43

Addressee:

Brig Gen LS Kuter

Receipt for communication(s) described above is hereby acknowledged by:

Wm Bent Lt Col GSC
(Signature of officer) (Rank and organization)

(TRIPLICATE)

(Date received)

W. D., A. G. O. Form No. 996, 16 July 1943 (See AR 380-5). CLASSIFIED DOCUMENT RECEIPT 16—36304-1 U. S. GOVERNMENT PRINTING OFFICE

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WASHINGTON, D. C.

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WAR DEPARTMENT
HEADQUARTERS OF THE ARMY AIR FORCES
WASHINGTON, D. C.

25 January 1944.

MEMORANDUM FOR GENERAL KUTER:

Subject: Cross Bow Information.

1. Colonel McKee asked me to advise you why certain information about Cross Bow had not yet been delivered to General Gardner at Eglin Field.

2. Major Sewell was directed by Colonel Pickel of OPD to deliver certain photographs, blue prints and information relative to Cross Bow to the Army Air Force Board. He received no directive to transmit this material to General Gardner. Major Sewell delivered the material to Colonel Harry Montgomery of the Army Air Force Board at Orlando, Florida on Monday 17 January 1944. So far as Major Sewell knows Colonel Montgomery has not transmitted and does not plan to transmit any information or material to General Gardner. The Army Air Force Board has submitted their report on the Cross Bow Project and it was delivered today to this office. The original of the report is attached hereto for your information. A duplicate copy has been retained.

3. Colonel Hickman and Colonel Sage are leaving for Eglin Field today by air and will carry with them blue prints and other material relative to Cross Bow for General Gardner. It will be delivered to General Gardner not later than tomorrow morning.

George W. Hill Jr.

GEORGE W. HILL, JR.,
Major, Air Corps.

1 Incl. - Report.

Noted by Gen Arnold

FOR VICTORY BUY UNITED STATES WAR BONDS AND STAMPS

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THE ARMY AIR FORCES BOARD
OFFICE OF THE EXECUTIVE DIRECTOR
ORLANDO, FLORIDA

ELE/HQM/kg-C

24 January 1944

Please address reply to:
THE EXECUTIVE DIRECTOR
ARMY AIR FORCES BOARD
ORLANDO, FLORIDA
ATTN: Tactics Division

FILE:

SUBJECT: CROSSBOW Project.

TO : Commanding General, Army Air Forces,
Washington 25, D. C. (Att'n AAF Board Control Office)

1. Object:- To determine the most effective means of neutralizing by aerial attack the CROSSBOW threat.

2. Introduction:- The objectives in question are installations which are believed designed for the launching of pilotless aircraft and rockets. Each of the numerous similar sites, consisting of small dispersed concrete structures, presents a precision bombing problem of the highest order. Present bombing attacks, while effective, have diverted a considerable bombardment force from other important objectives. It is essential that some means, tactics and other, be developed in order that the CROSSBOW targets (designated NOBALL in attack orders) may be effectively neutralized with minimum aerial effort possible. Study of this problem reveals certain definite measures to accomplish this objective are possible. (See Par. 5, Discussion, for details).

3. Conclusions:- It is concluded that:

a. Subject targets, designated as "ski sites" and "large sites", can be destroyed by aerial attack.

b. The destruction of all structures forming one site will require a very large effort. Consequently, it is essential that the key buildings be determined and then methodically destroyed. Available information as to relative importance of the various structures is not as yet clear.

c. Concentrations of CROSSBOW weapons in rear areas and bottlenecks of supply may be better objectives than the sites themselves. This possibility should not be overlooked.

d. Of the present available projectiles, demolition bombs of the proper sizes (dependent upon bomb analysis of each objective) are the most suitable. In addition, it is believed that British rockets should also prove effective.

e. The only suitable bombing methods are those giving a high degree of accuracy. Consequently, against defended sites, level precision bombing by the smallest size defensive formations allowable at the lowest altitude consistent

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with the antiaircraft defenses should be used. Dive bombing by fighters, and minimum altitude and glide bombing by both bombers and fighters, will be effective only against undefended sites (normally during the early stages of construction). Blind bombing with present equipment is not recommended under any circumstances.

f. Present bombing methods used by the medium bombers in U. K. are not particularly suitable for the attack of small precision targets. In view of the number of these targets of the CROSSBOW type and their similarity to numerous other proper tactical air force objectives, it is believed necessary that a tactical testing combat unit be established with the express purpose of determining the tactical, training, and accuracy requirements. Considering all operations will be conducted with escort fighters, solution of this problem should not be unduly difficult, particularly as it is known that medium bombers in other theaters have obtained the desired accuracy.

g. There is a requirement for the formulation of an over-all plan that will permit effective neutralization of subject sites without undue interference with other Air Force Operations.

h. Present photographic reconnaissance methods are adequate.

4. Recommendations: - It is recommended that:

a. A tactical testing combat unit be established within the 9th Air Force for the purpose of determining the best means of neutralizing small precision targets. A minimum of one group of each type organization (except heavy bombardment) to be used against such targets should be initially assigned.

b. The following program be initiated:

(1) Intensified research, training, and combat operations by the tactical testing unit above.

(2) Preparation of a plan incorporating the employment of all Air Forces in U. K. on sustained shuttle attacks on the CROSSBOW system as a whole, the purpose of such plan being to beat sites down to a number which a small force can contain. The ideal time to conduct this operation would be when the weather was such that:

(a) At least two and preferably three consecutive operational days available over the target area.

(b) First priority strategic targets in Germany not open to visual attacks.

(3) Use of tactical testing units and such additional units of the British and U. S. Tactical Air Forces as are required to neutralize remaining sites.

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(4) Use of heavy bombers - if later required, when weather prohibits attack of higher priority targets.

c. This study be forwarded to interested Air Force Commanders for information and such action as they desire.

5. Discussion:

a. Description of Targets: Targets, or more correctly sites, on which installations are believed to be designed for the launching of long range projectiles, are classified in two categories as follows:

(1) Ski Sites: This type site is believed designed for the launching of pilotless aircraft. As of 9 January 44, ninety-three sites have been definitely located with approximately eighty additional suspected. Each site consists of seven concrete installations scattered over a rectangle of approximately 450' x 750', as follows:

(a) One launching platform 15' x 120'.

(b) Three rectangular buildings for assembly, service, and testing, all dimensions 45' x 75' or less.

(c) Three ski buildings, believed for storage, 15' x 270'.

(2) Large Sites: The information on this type site is meager, but it is believed that their most probable use is for the projection of long range rocket missiles. Seven have so far been located. Their most conspicuous feature consists of a long narrow structure which starts as two trenches. Construction of this structure and other buildings is of heavy concrete. The final form of these works is as yet unknown.

b. Analysis of Present Operations:

(1) Tactics: CROSSBOW targets are now being attacked by light, medium, and heavy bombers from 12,000' to 25,000' altitudes. Method of attack is by pattern bombing by groups in normal eighteen plane defensive formations. Fighter cover is supplied.

(2) Results: As could be expected with this type objective where small targets are scattered over a large area, results in terms of targets destroyed, have been poor. From 5 December 43, to 1 January 44, fifty-two sites were attacked with 3,078 tons of bombs being released. Only twelve of these sites were substantially damaged. On 14 January 44, the VIII Bomber Command attacked twenty-one sites with five hundred fifty-two heavy bombers, releasing 1,501 tons of bombs. Eight sites were damaged to the extent that construction might be suspended



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and direct hits were made on seven other sites. Based upon this data, it is estimated that, with present tactics, approximately fifty heavy bombers or seventy medium bomber sorties will be the average required per site neutralized.

c. Bomb Sizes and Types: The installations to be destroyed are all constructed of concrete of such thickness that GP demolition bombs of the proper size are required. British rockets should also prove suitable. In this connection, it is noted that 1,000-lb. GP bombs were first used upon ski sites, but 500 pounders are now being used. Incendiary bombs are not recommended except in that special situation where an area attack must first be made with the objective of burning off the camouflage to make possible a following precision attack. Once the sites have been completed and the machinery installed, the heavy case 500-lb. incendiary bomb might also prove quite useful.

d. Photographic Reconnaissance: Study of the action taken by the Joint Intelligence Committee (CROSSBOW Subcommittee) reveals that the methods of obtaining essential photographic coverage of the areas involved are wholly satisfactory. However, in the future, it is believed that no effort should be spared in attempting to locate concentrations of CROSSBOW weapons in the rear areas and possible bottlenecks of supply. Attack of such points could well be the deciding factor in preventing a sustained attack by the Germans.

e. Requirements for the Effective Neutralization of Sites:

(1) The Attack Problem: As noted above, targets consist of relatively small structures scattered over a large area. Consequently, the following factors must be considered in arriving at a solution.

(a) The nature of the target is such that visual bombing only can be used, at least for the bombing runs. All other aids possible should of course be used in bringing the aircraft to their initial points.

(b) Individual targets are so small that a high degree of precision accuracy is required for effective results.

(c) Minimum altitude and dive bombing attacks, because of accuracy requirements, are suitable for use only against undefended sites.

(d) The lower the altitude, the better the accuracy.

(2) Recommended Tactics: After consideration of the above, it is believed that the best results can be obtained by employing the attacking aircraft as follows:

(a) Method of Attack: By escorted high level bombers.



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(b) Altitude: As low as is consistent with the anti-aircraft opposition to be encountered. If possible, the release altitude should be 12,000' or below.

(c) Formations:

(1) Bomber: Eighteen plane group stagger to initial point followed by eighteen plane group wedge at release point. While present organizations are reluctant to fly formations of less than eighteen aircraft, better results could be obtained by attacking by squadrons at ten-second intervals. This can be accomplished providing sufficient escort fighters are made available.

(2) Fighter: Normal.

(d) Aiming Point(s): As determined from a study of each objective, but preferably key buildings if possible.

f. Development of Improved Tactics: There is no question that while bombing can effectively neutralize the CROSSBOW sites, large numbers of aircraft are required, particularly with present tactics. There is also no question that these numbers can be cut providing that more effective methods of attack be developed. It is believed that such development can be most efficiently and quickly accomplished by the creation of a combat wing with the express objective of conducting the necessary field laboratory tests under combat conditions. This unit should initially consist of a minimum of one group of each type of organization (except heavy bombardment) to be used against such targets.

g. Economy of Force: It is absolutely essential that the CROSSBOW targets be neutralized with the minimum effort necessary. Substantial diversions from the main bombing effort might seriously effect the strategic bombing effort. Obviously, if we had a small force, each unit of which could be expected to neutralize a site on 90% of the time, the situation could be easily kept in hand. The following program is therefore proposed.

(1) Formation of and intensified research, training and combat operations by a tactical testing combat unit.

(2) Preparation of a plan incorporating the employment of all Air Forces in U. K. on sustained shuttle attacks on CROSSBOW targets, the purpose of such plan being to beat sites down to a number which a small force can contain. The ideal time to conduct this operation would be when the weather was such that:

(a) At least two and preferably three consecutive operational days available over the target area.

(b) First priority strategic targets in Germany not available for visual attacks.



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(3) Use of the tactical testing unit and such additional units of the British and U. S. Tactical Air Forces as are required to neutralize remaining targets.

(4) Use of heavy bombers, if later required, when weather prohibits attack of higher priority targets.

For the Army Air Forces Board:

E. L. EUBANK,
Brigadier General, U. S. Army,
Executive Director.

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Secret Weapons Committee

JAN 20 1944

AC/AS, OC&R (Attn: Gen Craig)
AC/AS, Plans

JH:gwm

1

1. For necessary action.

JOE L. LOUTZENHEISER
Colonel, G.S.C.
Chief, Operational Plans Division

2 Incls
1 Memo dtd 17 Jan 44 fm Gen Kuter to AC/S, OPD, abv subj
2 cy Memo dtd 13 Jan 44 fm Gen Handy to DC/S, w/attachment

Craig

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17 January 1944

MEMORANDUM FOR THE ASSISTANT CHIEF OF STAFF, OPD

Subject: Secret Weapons Committee.

Concurrence in your secret security memorandum for the Deputy Chief of Staff, written 13 January 1944, subject, Secret Weapons Committee, is concurred in for the Commanding General, Army Air Forces, with the assumption that the officer to proceed to England in accordance with the discussion in paragraph 3 is to be an officer from the Army Air Forces. The fact that the primary activity in regard to this subject is an "Air" matter is the consideration in inserting the above proviso.

It is requested that this view of the Commanding General, Army Air Forces, be brought to the attention of the Deputy Chief of Staff, in the presentation of this matter.

L. S. KUTER,
Brigadier General, U. S. A.
Acting Chief of the Air Staff.

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OPD 471.6 Sec (13 Jan 44)

13 January 1944.

MEMORANDUM FOR THE DEPUTY CHIEF OF STAFF:

Subject: Secret Weapons Committee.

I. Discussion

1. At the direction of the Secretary of War, a committee has been set up in the New Developments Division of the War Department to interpret all existing information on German secret weapons for long-range attack against England and to assist in determining what countermeasures may be taken.

2. Information and liaison channels for this subject have been established between A.C. of S., G-2, War Department and A.C. of S., G-2, ETOUSA. This channel of communication offers the maximum advantage of speed.

3. A recent exchange of correspondence between Field Marshal Sir John Dill and General Marshall has resulted in an invitation to the War Department to send one officer and one civilian scientist from the Secret Weapons Committee to visit England to discuss problems of mutual interest to the Secret Weapons Committee and the British Committee.

4. The Commanding General, European Theater of Operations, should be advised of the developments as outlined above in order that the proposals may be implemented through his Headquarters.

II. Action Recommended:

That the inclosed letter to the Commanding General, European Theater of Operations, be approved for dispatch.

III. Concurrences.

| | | |
|---|---|---|
| O. C. S. | N.N.D. | ( ) |
| W.D.G.S. | G-2 | ( ) |
| A. A. F. | | ( ) |

THOS. T. HANDY,
Major General,
Assistant Chief of Staff.

Incl.
Ltr to CG,ETO,
13 Jan 44, w/2 incl.

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OPD 471.6 Sec (13 Jan 44)

(Stamp) S E C R E T
By auth of AC of S, OPD

SUBJECT: War Department Secret Weapons Committee on Countermesures Against German Secret Weapons Along Channel Coast.

TO : Commanding General, European Theater of Operations.

1. At the direction of the Secretary of War, a committee has been set up in the New Developments Division of the War Department to interpret all existing information on German secret weapons for long-range attack against England and to assist in determining what countermeasures may be taken. The concept is that the Secret Weapons Committee not only provides a center of all information, but also provides a center where the best scientific and operational thought in this country may be concentrated on order to make the results of their research available to the corresponding British Committee and to Allied Headquarters in England.

2. Brigadier General E. L. Sibert, A. C. of S., G-2, ETOUSA, recently visited the War Department and is familiar with the set-up of the Secret Weapons Committee. Information and liaison channels for this subject have been established between A. C. of S., G-2, War Department, and A. C. of S., G-2, ETOUSA. Unless some other arrangement is desired by you, Major General Stephen G. Henry, who heads the Secret Weapons Committee, will use the above channel for communications on the subject in order to take maximum advantage of the speed offered by an existing channel.

3. A recent interchange of correspondence between Field Marshal Sir John Dill and General Marshall has resulted in an invitation to the War Department to send one officer and one civilian scientist from the Secret Weapons Committee to visit England to discuss problems of mutual interest to the Secret Weapons Committee and the British Committee. (Reference: FMD75, 31 December 1943 and CM65, dated 5 January 1944.) Pursuant to this, the Secret Weapons Committee will initially send to England, on or about 20 January, Dr. H. T. Robertson, who is a full-time member of the Committee, on loan from Division 2, National Defense Research Committee.



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OPD 471.6 Sec (13 Jan 44) 13 January 1944
Subject: War Department Secret Weapons Committee on Countermeasures Against German Secret Weapons Along Channel Coast.

It will assist greatly if arrangements are made to introduce Dr. Robertson to General Sibert and to the members of the British Committee, and to see that he makes contact with British and American officers working on the subject. General Henry will communicate with Dr. Robertson through A. C. of S., G-2, ETOUSA.

4. a. Enclosed are reports of both the Interpretation and Countermeasures subcommittees of the Secret Weapons Committee. These are intra-committee reports, representing simply the results of initial study. They are transmitted for information of your headquarters and of A. C. of S., G-2, ETOUSA, and for consideration by the British Committee, with the request that full and free comment and criticism be furnished informally to the War Department Committee. After some initial interchange of ideas, it is hoped that subsequent reports of the War Department Committee will be of maximum assistance.

b. With respect to the Interpretation Subcommittee report, we especially request comments on any conclusions widely at variance with the view of the British Committee.

c. (1) With respect to the Countermeasures Subcommittee report, please note that this is fundamentally an initial survey of the problem to guide that Subcommittee's future efforts. As this report indicates, the progress of the Committee is considerably hampered by lack of intimate first-hand knowledge of:

(a) In what direction and to what extent experimentation is being conducted in the European Theater of Operations, both by the British and the U. S. Forces, toward development of effective countermeasures;

(b) What conclusions have been reached by various authorities concerned;

(c) What is being planned for future courses of action respecting countermeasures.



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OPD 471.6 Sec (13 Jan 44) 13 January 1944
Subject: War Department Secret Weapons Committee on Countermeasures Against German Secret Weapons Along Channel Coast.

(2) If the War Department Secret Weapons Committee is to be of fullest assistance in this matter, it is necessary that the above information be available to it. It is therefore proposed that, with your concurrence, an officer member of the Committee proceed to your theater as soon as practicable for purpose of obtaining data, and the opinions of the directing authorities, on the above questions. He will employ the enclosed report, not as an argument of War Department view, but as a guide for himself in whatever investigation he needs to make. He will test the validity of each statement made by the information and opinions which he obtains from your commands, with the intention of thereby placing the Secret Weapons Committee on a firmer basis for its future investigations of this problem.

(3) If you concur in the above proposal, it is requested that the War Department be notified by cable without delay. It is also requested that the arrangements be made to provide the officer with whatever credentials or other means of introduction are necessary to enable him to obtain your most expert and advanced opinions and information without delay, so that his return may be expedited.

5. It is our present plan to transmit future Committee reports directly to A. C. of S., G-2, ETOUSA, in order to assure full and complete interchange and discussion with the British Committee. Request your confirmation of this channel of interchange, or your desires as to the channel to be used instead.

THOS. T. HANDY,
Major General,
Assistant Chief of Staff.



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HEADQUARTERS ARMY AIR FORCES

# DOCUMENT RECEIPT

(External)

DATE

| ORIGINATING OFFICE | ADDRESSEE |
|---|---|
| AFAEP | AC/AS, OC&R (Attn: Gen Craig) |

IDENTIFICATION

1. JAN 20 1944 R&R dtd 19 Jan 44, subj: SMC
2. w/ Memo dtd 17 Jan 44 frm Gen Kuter to AC/S, OPD
3. and cc Memo dtd 13 Jan 44 fm Gen Handy to DC/S, w/attachment (cy ltr to CG, ETO ~~1/13/44 fr Gen Handy~~)
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PLEASE SIGN AND RETURN IMMEDIATELY TO: *Commanding General, Army Air Forces, Washington 25, D. C.* *Attention:* AFAEP, Rm 3E1078, Pentagon

| RECEIVING HEADQUARTERS | DATE RECEIVED |
|---|---|
| | 20 Jan 44 |
| TYPED NAME | SIGNATURE |
| | W. J. Joyce, Maj. AC |
| GRADE / ARM, SERVICE OR ORGANIZATION | |

| FILE DATE | COURIER NO. | REGISTERED NO. |
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(See Instructions on Reverse Side)

3-4267, AF
(Rev. 1 Nov 43)

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SECRET SECURITY

AAF Committee for CROSSBOW.

25 Jan 44

#1
HHH/lmg/2246

To: AC/AS, Plans

From: AAG

1. The recommendation made in paragraph 3 of the attached copy of R&R from the Advisory Council to the Deputy Chief of Air Staff has been approved by General Vandenberg who has directed that this office issue the necessary orders forming the AAF Committee.

2. It is requested that you furnish this office with the name of the officer to represent your office on this committee.

3. This matter is to be kept strictly within Security Control channels and reference to it by telephone is prohibeted.

H. H. HEWITT
Lt. Colonel, A.G.D.
Asst. Air Adjutant General

1 Incl
Copy of R&R 24 Jan 44

JAN 26 1944

TO: Air Adjutant General

DATE 25 Jan 44
Comment No. 2
RHB/jw/72700

FROM: AC/AS, Plans

1. In compliance with Paragraph 2 above, you are advised that Colonel J. W. Hickman has been designated to represent this office on the AAF Committee set up to assist the CROSSBOW Committee mentioned in Paragraph 3 of basic communication.

2. Colonel Hickman, acting under General Arnold's instructions, has proceeded to Eglin Field, Florida to report on experimental work to be carried out in connection with the CROSSBOW project.

JOSEPH HALVERSEN
Colonel, GSC
Actg. Chief of Operational Plans Div.

Incl.
n/c

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**HEADQUARTERS ARMY AIR FORCES**
**ROUTING AND RECORD SHEET**

**SUBJECT:** AAF Commmttee for CROSSBOW — 24 Jan 44 #1

**TO:** General Vandenberg — FMD/bj/72721

**FROM:** Advisory Council

1. Joint New Weapons Committee b JCS direction is making thorough study of CROSSBOW jointly with New Developments Division of War Department. General Henry, head of New Developments Division, has, by direction of Secretary of War, set up a special CROSSBOW Committee to study accumulating data and recommend countermeasures.

2. Army Air Forces has onemember, Lt. Colonel James W. Wilson, on this Committee who can only request through War Department that Air Forces take necessary action as outlined by studies of Committee.

3. Recommend that you appoint and process an AAF Committee consisting of one member each from OC&R, Intelligence, Communications and Operational Plans to assist CROSSBOW Committee in its study, to coordinate necessary implementation within AAF and with other agencies, and to be the Air Staff agency through which everything pertinent to CROSSBOW will be filtered. Also recommend you notify General Arnold of action taken.

4. Generals Craig and White concur.

5. Ganeral Henry has already asked for names of those in AAF most concerned with CROSSBOW and most likely to implement pertinent requests from CROSSBOW Committee to AAF.

/sgd/ FRED M. DEAN
Colonel, Air Corps.

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AC/AS, PLANS

Date 1/25/44

SUBJECT: AAF COMMITTEE FOR CORSSBOW (R&R 1 fr AAG to Plans, 1/25/44 w/1 Incl - cy R&R 1/24/44 fr Col Dean to Gen Vandenberg - same subj.)

The above described SECRET - SECURITY papers have been received this date in this office. Circulation of these papers will be strictly limited to those whose work is involved, and the name of each person who handles or has knowledge of their contents will be entered below as indicated.

Copies will be made as required for file only in the Executive Office and only as directed by the Security Control Officer.

These papers will be returned to the Security Control Officer (Room 3E-1074) for record prior to dispatch from this Office. This sheet will not be removed except by him when forwarded.

| NAME | DATE | TIME | PURPOSE | ALL PAPERS ATTACHED: |
|---|---|---|---|---|
| [illegible] | 25 Jan 44 | 1245 | [illegible] | Yes. |
| M. N. Stockdale | 1-25-44 | 12:45 | Record | Yes |
| [illegible] | Jan 25 | 1330 | [illegible] | |
| [illegible] | Jan 25 | 1400 | | |
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MEMORANDUM FOR THE RECORD:

SECRET SECURITY

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HEADQUARTERS ARMY AIR FORCES

# DOCUMENT RECEIPT

(External)

DATE: 1/26/44

| ORIGINATING OFFICE | ADDRESSEE |
|---|---|
| AC/AS, Plans | Air Adjutant General |

IDENTIFICATION

R&R #2 - "AAF C F C"

1. Cy R&R 1/24/44 fr Col Dean to Gen Vandenberg
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PLEASE SIGN AND RETURN IMMEDIATELY TO: *Commanding General, Army Air Forces, Washington 25, D. C.* *Attention:*

| RECEIVING HEADQUARTERS | DATE RECEIVED |
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| TYPED NAME | SIGNATURE |
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*(See Instructions on Reverse Side)*

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(Rev. 1 Nov 43)

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ROUTING SLIP

TO: MAJOR BLOSSOM DATE 7/19/44

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| MAC(Air) | Pentagon |
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REMARKS:

Thank you.

General Arnold has been informed.

FROM:

| NAME | | OFFICE OR SYMBOL |
|---|---|---|
| L. S. KUTER | | CAS |
| PHONE | BUILDING | ROOM |
| 3373 | Pentagon | 3E-993 |

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HEADQUARTERS ARMY AIR FC

ROUTING SLIP

TO: Gen/Kuter DATE 1/17/44

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REMARKS:

The attached was forwarded for your information and transmitted to Col. Loutzenheiser who made reply as indicated.

DSB

D. S. Blossom,
Major, GSC

FROM:

| NAME | BUILDING | OFFICE OR SYMBOL |
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HEADQUARTERS ARMY AIR

ROUTING SLIP

TO: Gen. Kuter DATE: 1/14/44

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REMARKS: The attached directive to The AAF Board was prepared by Col. Fickel of The New Developments Div., W.D., under Gen. Henry. It has been signed by CRAIG and is to be carried by hand by Col. Fickel to Orlando for discussion

Col. Fickel, Ex 71066 or 74928

FROM:

| NAME | OFFICE OR SYMBOL |
|---|---|
| Col. MACKLIN | |
| PHONE: 6670 / BUILDING: | ROOM: 4E-1020 |

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SECRET SECURITY

Directive

AC/AS, O C & R

AC/AS, Plans

JAN 17 1944

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JLI:mhb 72445

1. Receipt is acknowledged of copy of directive to the Army Air Force Board, subject "CROSSBOW PROJECT" dated 13 January 1944.

2. This directive is of particular interest as this Division is, at this time, working on a study re "Increased Use of Glide Bombs against Axis Targets" and the present status of the study indicates that this weapon should not be used against Axis targets but should be pointed towards the Pacific.

3. Request that this office be furnished with copies of all future directives and projects to the Army Air Force Board.

JOE L. LOUTZENHEISER,
Colonel, G. S. C.
Chief, Operational Plans Division

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HEADQUARTERS OF THE ARMY AIR FORCES
Washington 25, D. C.

13 January 1944

SUBJECT: CROSSBOW Project.

TO: The Executive Director, Army Air Forces Board,
Orlando, Florida.

1. THE PROJECT: Project consists of calculations and tests to determine the most effective means of neutralizing by aerial attack the CROSSBOW threat.

2. SPECIFIC CONSIDERATIONS requiring recommendations and information:

a. An analysis of the bomb damage which is being accomplished, under tactics now being employed, with an estimate of its effectiveness in the future.

b. The size and types of bombs required to demolish the vital installations.

(1) At the launching sites.

(2) At other installations pertaining to the CROSSBOW weapons.

c. The types of aircraft, the types of formation, and their tactical employment required for the effective neutralization of the launching sites. This should include study of the percentage of hits to be needed and expected, and an estimate of the number of missions that must be flown, assuming factor as determined above.

d. The most effective means of attacking these targets with what will be available to the theater commander under the presently approved troop basis.

e. The characteristics of the weather in England, France, and Germany through June 1944, with specific reference as to how they would affect the quantitive balance between missions that can be flown against German or against French targets.

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f. The most effective means of obtaining continued essential photographic coverage of the areas involved: type and quantity of aircraft assigned, frequency of missions flown, type of photo (vertical, oblique, stereo, color, night, etc), tactics employed.

g. Recommendations as to type of field laboratory and organization (i.e., should a light bombardment group and the station at which it is located, be converted into an experimental and testing organization for the immediate application in combat of approved hypotheses?).

h. A comparative study (suitable for forwarding to the Combined Chiefs of Staff if deemed advisable) outlining the above project and its conclusions. This study should specifically compare the various techniques of air attack which have been used or may be used, to include the following:

(1) High altitude visual bomb sighting, or blind bombing using OBOE, H2X, GEE, or any combination of these.

(2) Medium altitude bombing.

(3) Low altitude or minimum altitude bombing: visual sighting or use of MAD release.

(4) Effectiveness of HE and of chemical agents.

(5) Effect of weather.

(6) Use of small bore straffing fire, to include the 75mm rifle.

(7) Use of incendiaries, including chemicals and oil bombs.

(8) Use of dive bombing.

(9) Use of glide bombing, considering use of various types of aircraft, including fighter types.

(10) Recommendations concerning photographic reconnaissance of the threatening area.

(11) Recommendations concerning the establishment of a central field laboratory.



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3. URGENCY. Due to the very real threat of CROSSBOW to the entire military plans for operations in the European Theater during the coming spring and summer, it is directed that this project be given first priority. As indicated by the rapidity with which the sites are now approaching completion, no avoidable delay in completing this project can be countenanced.

By command of General ARNOLD:

H. A. CRAIG
Brigadier General, U. S. Army
Assistant Chief of Air Staff,
Operations, Commitments & Requirements

SECRET SECURITY



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HEADQUARTERS ARMY AIR FO

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TO: Col. Loutzenheiser DATE 1/14/44

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REMARKS:

The attached paper has been forwarded for Gen Kuter's attention.

Thought you would be interested, and better able to bring it to his attention promptly, if you deem it necessary.

D. S. Blossom,
Major, G.S.C.

FROM:

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AC/AS, PLANS

Date 1/14/44

SUBJECT: CROSSBOW PROJECT. Cy ltr fr OC&R to Exec Director AAF Bd, Orlando, Fla. dtd 1/13/44 (3-pgs) w/buck slip fr Col Macklin and one fr Maj Blossom)

The above described SECRET - SECURITY papers have been received this date in this office. Circulation of these papers will be strictly limited to those whose work is involved, and the name of each person who handles or has knowledge of their contents will be entered below as indicated.

Copies will be made as required for file only in the Executive Office and only as directed by the Security Control Officer.

These papers will be returned to the Security Control Officer (Room 3E-1074) for record prior to dispatch from this Office. This sheet will not be removed except by him when forwarded.

| NAME | DATE | TIME | PURPOSE | ALL PAPERS ATTACHED: |
|---|---|---|---|---|
| D.S. Blossom | 1-14-44 | 10:20 | Distribution | Yes |
| M.N. Hockaday | 1-14-44 | 10:15 | Record | Yes |
| [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| [illegible] | 15 Jan 44 | 1730 | " | " |

MEMORANDUM FOR THE RECORD:

Given to Mrs. Smith to hold for Gen Kuter's information. 1/17/44 (Maj. Blossom)

"Cross B.w" file

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Lt. Thompson
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HEADQUARTERS ARMY AIR FORCES

# DOCUMENT RECEIPT

(External)

DATE

| ORIGINATING OFFICE | ADDRESSEE |
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| AFAEP | AC/AS, OC&R |

IDENTIFICATION

Subject: "Directive" (re CROSSBOW)

1. R&R dtd 1/17/43
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PLEASE SIGN AND RETURN IMMEDIATELY TO: *Commanding General, Army Air Forces, Washington 25, D. C.*
*Attention:* AFAEP, Rm 3E1078, Pentagon

| RECEIVING HEADQUARTERS | DATE RECEIVED |
|---|---|
| | 17 Jan 44 |
| TYPED NAME | SIGNATURE |
| | W. A. Joyce Wilkerson Ae |
| GRADE / ARM, SERVICE OR ORGANIZATION | |

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(See Instructions on Reverse Side)

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(Rev. 1 Nov 43)

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Aerospace Studies Inst
ATTN: Archives Branch
Maxwell AFB, Alabama

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EXTRACT

AAF REGULATION )
NO. 80-8 )

WAR DEPARTMENT
HEADQUARTERS ARMY AIR FORCES
WASHINGTON, 7 SEPTEMBER 1943

RETURN TO: Defense Studies Inst Archives Branch

ADMINISTRATIVE PRACTICES

Official Visits to Canada

1. All military personnel proceeding to Canada on official business with officials of the Canadian Government, or to visit military or naval installations, will before leaving the United States make sure that arrangements have been made in advance with the proper Canadian officials and that the latter are conversant with the purpose of the trip and the personnel making it.

2. These arrangements should be made through the United States Military Attache, Ottawa, by informing the Chief, Military Intelligence Service, W.D.G.S., Attention: Foreign Branch, the time of proposed trip, the personnel involved, their purpose in going to Canada, and the individuals of offices they wish to visit.

3. Wherever possible the information referred to in paragraph 2 above, should reach the Military Intelligence Service at least six days in advance of the date of the visit to Canada. In emergency cases, arrangements may be made with less notice.

* * * * * * * *

6. All military personnel from the War Department visiting Ottawa will report to the Office of the United States Military Attache, American Legation, in order that his office may be kept informed of the activities of American Army Officers in Ottawa. This procedure will enable the Military Attache to render more efficient assistance to visitors in carrying out their missions.

7. Nothing in these instructions is to be construed to interfere in any way with the coordination and liaison being maintained by adjacent American and Canadian Commanders, nor does it relax the existing requirements for clearance of travel orders through the Operations Division, War Department General Staff.

* * * *

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HEADQUARTERS AAF

# ROUTING SLIP

| TO ➡ | OFFICE & INDIVIDUAL IN TURN | DATE FORWARDED |
|---|---|---|
| 1. | Gen Loutzenheiser | 12/15 |
| 2. | Surgeon Genl | |
| 3. | | |
| 4. | | |
| 5. | | |

FOR ➡ FOLLOWING ACTION(S) AS CHECKED

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|---|---|---|---|---|---|
| | COORDINATION | | NOTE AND RETURN | | INFORMATION |
| | NECESSARY ACTION | | RECOMMENDATION | | FILE |
| | SEE OR PHONE ME | | APPROVAL | | SIGNATURE |

COMMENT

To note in connection with rumored revision of FSR 100-20 and destroy.

LSK

| FROM ➡ | OFFICE & INDIVIDUAL | PHONE |
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5-218. AF Rev. 1 Aug 1944

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Secret
(British Most Secret)

NORTHWEST AFRICAN TACTICAL AIR FORCE HEADQUARTERS

May 12, 1943.

SUBJECT: Organization of American Air Forces.

TO : Commanding General, Army Air Forces, Washington, D. C.
(Through Channels)

I. SUMMARY

The organization of the air units in North Africa for the support of ground forces from November 1942 through February 1943 proved to be unsound in battle. During that period the failure to achieve a satisfactory degree of success in fighting in the air, on the ground, and in concert was due to a considerable extent to the unsound air-ground organization and its effect on air support operations. In consequence a sweeping reorientation and reorganization of the air effort was directed. A satisfactory degree of success in battle by both air and ground forces has resulted. These radical changes should be reflected in the organization of our air forces, and particularly in the training and equipment of additional air units, and of replacements without delay.

Briefly the recommended immediate action which is believed to be within the province of the Commanding General, Army Air Forces consist of the following: to initiate the inactivation of all Air Support Commands and the formation of select tactical and strategical reconnaissance squadrons with special equipment high performance aircraft and special training for exclusive service to the ground forces; to direct the revision of all army air force publications to delete the statement, inference or implication that any air force unit except reconnaissance squadrons can normally be expected to operate under the legal command or practical control of any surface force commander excepting only the supreme commander who conducts the whole campaign; and initiate a review of present overall air force organization wherein the present (numbered) air forces, and their compartmented Bomber, Fighter, and Air Support Commands will be replaced by (task) Air Forces to consist of the Air Divisions, Commands, Wings, and Groups as necessary to accomplish the Air Force's specific job.

II. DISCUSSION

1. Unsuccessful Situation, November 1942 to February 1943.

a. Organization. 242 Group, R.A.F. equipped with fighters (Spitfires), fighter-bombers (Hurribombers), night-fighters (Beaufighters) and night-bombers (Bisleys) was stationed with and was ordered to support the 1st Army initially and was subsequently similarly employed with V Corps. XII Air Support Command with fighters (P-40s, P-39s and Spitfires), light bombers (A-20s) and a ground straffing observation unit (P-39s) was attached to II Corps. Late in January the Headquarters Allied Air Support Command was placed in control of 242 Group and XII Air Support Command. It was stationed with Headquarters, First Army and was directed to support First Army. Thus throughout this period, the current American concept of Support Aviation was in vogue and there were large numbers and several types of aircraft under the virtual command of ground commanders down to include Corps Commanders.

b. Concept and Employment, General. During this period the allies had more aircraft than the axis. However, the superior air power inherent in our greater numerical advantage was never developed nor employed. The fact has

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never been more clearly illustrated that greater number of aircraft than the enemy possesses do not automatically confer any advantage unless those greater numbers are organized under proper air forces command. The question "Who is containing whom?" was most embarassing during this period. The overall effect of the unsound organization and operational concept of our air effort was graphically illustrated by the fact that the enemy was permitted to move, in lightly escorted and unarmed transports, as many as one thousand men per day from Italy and Sicily to airdromes in Tunisia which were only 80 miles distant from our own air bases. By air and by sea the enemy transported about 150,000 men with their armor and equipment, and supported and then maintained them almost wholly from airdromes and seaports within the range of our supporting air forces.

During this period a sizeable number of combat units were at all times assigned to 2/2 Group, and XII Air Support Command, and were employed in direct support roles to the neglect of the proper offensive task of obtaining air superiority and thus assisting the theatre task as a whole. This in spite of the doctrine set forth in Paragraph 2b FM 31-35 that states that other types (than observation) are assigned or attached to Air Support Commands "as the situation requires." Each ground commander naturally and properly viewed the ground (and air) operations on his immediate front as of paramount importance and insisted that his air support forces be employed almost exclusively on his front. Each commander agreed that superiority in the air was necessary, but that the air war which could gain that superiority should be fought by someone else's air force. In contrast the axis air forces were moved freely up and down the front and were ordinarily able to strike in force against only such opposition as our local air units could muster. From the viewpoint of the ground commander, the condition was habitually too precarious on his immediate front to permit "the diversion of the air units allocated to support his ground forces from their direct support tasks to distant air force missions."

The foregoing broad statements are supported by the general course of the campaign during this period which terminated with the abandonment of Gafsa, evacuation of the Thelepte and Sbeitla air base areas and with the 10th and 21st Panzer Divisions moving on Tebessa and Le Kef through the Kasserine gateway. These broad statements are supported in specific detail by numerous incidents in the official records of which the following are selected as most striking:

(1) Air Umbrella. When an offensive to dislodge two battalions from the Faid Pass was being planned, it was estimated that the enemy might assemble 24 Stukkas to dive-bomb our forces. The ground commander insisted that a friendly fighter patrol be kept circling over the battle area during all daylight hours on the two successive days of the operation as a prerequisite to taking offensive action or even to planning to attack. It was explained that our fighter strength and time and distance factors would permit us to maintain only twelve fighters on such a patrol and that that patrol should interfere with but could not prohibit 24 determined Stukkas from delivering an attack. It was clearly explained by the highest air commander in this theatre, that the provision of this "umbrella" which itself was of questionable value, would also automatically prohibit using any of the many light bombers at hand against either the Stukkas at their bases or any hostile ground targets and would furthermore prohibit any reconnaissance whatsoever over the defiles through which reserves were expected or through which the enemy might withdraw. The ground commander insisted upon the umbrella thus emasculating all the offensive power and ignoring all of the reconnoitering capabilities of the sizeable airforce at his disposal for one defensive function of doubtful value.

(2) Ground Commanders' evaluation of strategic value of air bases.

When Rommel was East of Tripoli, the Thelepte air bases permitted operations by short range aircraft deep into the hostile rear. This strategic or tactical advantage was repeatedly stressed by the air men. Nevertheless, through February 1943, the ground forces were deployed with their main strength in the defensively strong natural terrain in the far North from Medjez-el-Bab to Djebel Bargou and Gafsa and the Thelepte air bases were surrendered.

(3) Misuse of aviation equipment. At a time when the air-borne interception equipment in the Beaufighter airplane was in the most secret category, a number of

/Beaufighters were

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Beaufighters were assigned to XII Air Support Command to permit operations against night intruders over the air bases and ground installations within II Corps area, Orders through air channels prohibited the use of Beaufighters over hostile territory. The Corps Commander directed that the Beaufighters be employed over hostile territory in front of II Corps. The air commander informed the ground commander of the prohibition against such employment. The ground commander stated that it was his function to give orders, not to receive them, and regardless of air channel instructions he ordered the Beaufighters to take off. The Beaufighters took off. This action obviously prejudiced the effectiveness of allied night interception all over the world for very limited advantages in a local situation of no world wide importance.

(4) Misuse of air units. The Bisley light bomber was an obsolete airplane. It was slow and practically defenseless and suitable for use as a night intruder only. In that role, however, it was very effective because of the experience, skill and leadership in the Bisley Wing. An army commander ordered a daytime attack by a Bisley squadron on objective defended by German fighters. The Bisley Wing Commander protested because of the unsuitability of his aircraft and the disproportionate hazard involved. The Army Commander insisted that the mission be performed. An especially able squadron was selected and dispatched. Every Bisley was shot down.

(5) Incompatibility of airplane range and local ground commanders interest. Aircraft at the disposal of II Corps were idle but were held in readiness for an action which might have developed. XIX Corps was being attacked by a force of unknown size in an area 70 miles Northward. Very difficult and mountainous terrain separated II and XIX Corps. XIX Corp's call for air reconnaissance was refused by II Corps because of lack of immediate interest or of responsibility for operations so far distant in terms of ground movement.

c. Resultant employment of classes of Aviation.

(1) Fighters. As a general rule all fighters were used defensively on covering missions. P-38s were used in small strength to "Cover" heavy and medium bombers from bases deep within friendly territory to their objectives and all the way back to their bases. On another extreme, all of the fighters in the XII Air Support Command would have been required to mount a 48 hour "umbrella" over elements of II Corps had not the plan to dislodge two German Battalions from Faid been cancelled. Even at the end of this period, adequate radar control of fighters had not yet been provided. As a general statement no proper use was made of our offensive fighter weapon; it was continually misused on defensive jobs, and habitually in units too small to assure a degree of success proportionate to the expected (and actual) losses.

(2) Observation. The 68th Observation Group (P-39s and A-20s) was in this theatre during the majority of this period. It was equipped, supplied, manned, staffed and trained to a much higher degree than the 81st Fighter Group (P-39s) and at least equal to 47th Light Bombardment Group (A-20s). While the battle raged up and down our 250 mile front where the terrain and communication were both so difficult that highly mobile specialized air observation would have been of extreme value, the 68th Observation Group remained at Oujda, training, cooperating with the maneuvers of the Fifth Army and (actually because of proximity and absence of more profitable occupation) patrolling Oran Bay for hostile submarines. The 81st Fighter Group and the 47th Light Bombardment Group were meanwhile rushed into and fully engaged in the battle. The reason for this apparent gross blunder is again one of organization and concept. If the 68th Observation Group had been moved to the battle area to perform the observation for which it was trained, without properly controlled fighter cover, German fighters would have destroyed it quickly and easily. On the other hand an efficiently organized and operated fighter control unit operating over the battle area would have permitted suitable high performance reconnaissance airplanes to carry out reconnaissance operations in a satisfactory manner, and with far fewer airplanes than the number provided in the observation group.

The organization and concept of observation aviation was naturally the result of successive maneuvers where reality was not well appreciated. Actual tactical and strategic reconnaissance operations within this theatre have been performed much more effectively by the tactical reconnaissance (Tac/R) which have been developed by the R.A.F. during two years of battle experience. Action

/has been



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has been taken separately and will be pursued to provide each corps with its own select highly trained and especially equipped squadron for its own air observation and photographic reconnaissance operations. Similarily strategic reconnaissance and photographic mapping should be provided the theater or senior ground force headquarters.

(3) Light Bombardment. Exhorbitant loss rated due to flak on early missions at low altitudes by both light and medium bombardment has been accepted as proof that each must operate at altitudes of 8000 to 12,000 feet in defended areas. Our light bombardment units had no bombsights or bombardiers. Experience in one situation had been taken as a criterion of what can or can not be done in all situations. Light bombardment should be capable of operations at both medium and low altitudes.

(4) Heavy and Medium Bombardment Units. While not components of the Air Support Command, heavy and medium bombardment units, in accord with our Army Air Force policies, were frequently placed under the operational control of the Support Command. At that time we found these units capable of daytime operations but only against fixed, clearly identified objectives--all details of which had to be known many hours in advance. These units were of no use whatsoever against fleeting targets in the battle area. Again the error is in our concept of an "air support command" which is a portion of an air force normally excluding heavy and medium bombardment airplanes. It is undeniable that the power of the bombardment airplane must be made available for the real emergency in the battle area.

2. Air Ground Organization for Successful Battle.

a. Reorientation. During late January and early February, plans were laid and a radical reorganization and reorientation of air and ground command, responsibility and function was implemented on February 18, 1943. In the battle area there appeared the Headquarters, 18th Army Group to plan and to direct the ground efforts of the 1st and 8th Armies, and there appeared Headquarters, Northwest African Tactical Air Force to plan and direct air force (not "support force") operations in the battle area.

b. Ground Operations. The weight given to air-base requirements by the 18th Army Group is self-evident in Hq. 18th Army Group Operation Instruction No. 1, dated 20 February 1943. (Copy attached and Marked ANNEX No. 1.)

c. Air Operations. The concept of an independent air force working with a large ground force is self-evident in General Operational Directive, NATAF, dated 20 February 1943 and in "Outline Operational Plan" NATAF, dated 8 March 1943. (Copies appended and marked ANNEX No. 2 and ANNEX No. 2A respectively).

d. Effectiveness. Recent military history attests the effectiveness of this organization. From November through February, German ground and air units ranged up and down our fronts, thrusting into weakness everywhere and strength no where, and meeting in the air and on the ground relatively small units of our ground and air forces. When the reorganization was placed in effect, Rommels' armor was in the Kasserine Valley threatening Tebessa, Le Kef, and incidentally and contingently Constantine or Algiers. Two months later, Rommels armor was backed into the Tunis plane and, on April 19, the Northwest African Tactical Air Force initiated the air phase of the final battle to capture Tunis and Bizerte. More conclusive proof of military effectiveness could not be exemplified. (For details of air-ground combat, see Northwest African Tactical Air Force Operational Plan for Final assault on Tunis dated 16 April 1943, and Appendix "A" thereto, and First Army Operation Instruction Number 37 dated 19 April, 1943 and Appendix "A" and Engineer Instruction thereto, all attached and marked ANNEX No. 3, 3A, and No. 4, 4A and 4B respectively.)

3. Lessons Learned. The basic underlying cause of the ineffectiveness of air support operations was our inability to concentrate our air effort on particular objectives. Too much aviation was available at all times to ground forces for direct support missions even in periods of inactivity and not enough was available for use in attaining air superiority. Three reasons are presented for this:

/a. Organization

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a. Organization.

b. Influence of ground commanders.

c. Shortage of equipment.

(a) Organization. The present organization of an air force along fixed functional lines is erroneous. Composite forces organized for particular tasks, are required. For instance, certain forces organized for strategic bombings require their own fighter units. A force organized for operations over the battle area requires a unit similar to an air defense wing. Another force organized for coastal defense requires air defense (Fighter Command) units and sea search units. Total air effort in a theatre of operations is difficult of attainment if the Air Force within the theatre is organized rigidly as is the tendency if formed into a Bomber, Fighter and Air Support Command. It is suggested that the organizational lessons learned by the R.A.F. in the Battle of Brittain have been applied too broadly and are not appropriate in a mobile situation.

With particular reference to so-called air support operations, there was formed the Tactical Air Force. In the Lybian campaign, there was organized the Western Desert Air Force. Both of these Forces controlled air operations in direct support of ground forces and all air operations over the battle area. They were organized to emphasize the job of attaining air superiority as the best support that can be furnished to ground forces and as the first mission which must be accomplished to make all others possible. In this lies the difference between the U.S. conception of an Air Support organization and the present organization existing in this theatre.

The basic element of the Tactical Air Force is that which furnishes a radar fighter cover under which air reconnaissance, direct support bombing, and ground operations can take place unmolested by hostile aviation. The 3rd Air Defense Wing was located so as to "see" the battle area, and if possible the advance enemy airdromes to permit efficient direction and control of the fighter patrols. It obviated the need for accompanying fighters for reconnaissance and bombing missions and the desire for standing fighter cover over our ground troops and our airdromes. Also through this fighter control system, reconnaissance and bombing missions could be called back or rerouted to avoid hostile fighters. It should be emphasized that in this role, the Air Defense Wing is not oriented for defense of a locality but for control of offensive operations. Action to rename this particular unit is being taken separately.

(b) Influence of ground commanders. It is desired to discuss this openly as it is a matter of as much concern to ground forces as to air forces. Much of the difficulty was due to inexperience from which the ground forces suffered as severely as the air forces. Fear of a "Stuka" attack was out of all proportion to the material damage inflicted. This resulted in demands for local fighter cover over all movements and local operations. This cover, in addition to being inefficient, prohibited the offensive use of aviation to attain air superiority. When ground troops become seasoned to air attacks, it is anticipated that demands for local cover will decrease as they did in the Middle East. However, as long as the U.S. Air Forces are a part of the Army, these demands are extremely difficult to resist.

Another insistent demand from the ground forces is that, for the sake of morale, our front line troops must be able to see their supporting airplanes. Apparently the only airplanes seen are enemy airplanes. It is easy to appreciate this attitude but again it is difficult to resist as long as air forces are an integral part of the Army. A cure would be possible by an educational program but the delay involved is dangerous.

The influence of the ground commander also manifests itself in the allocation of aircraft to tasks. The high commander, who is usually a ground officer, is influenced by the subordinate ground commander to a greater extent than he is by the air commander and so the requests of the former for direct support aviation are sympathetically received at the expense of a concentration of the air effort. Again it is desired to point out that even a reconnaissance mission detracts from a concentrated air effort as it normally required fighter protection in some form.

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It is sincerely believed that there was insufficient realization of the importance of airdrome locations in the ground plan or operations. This is an item of terrain which has to be given equal consideration with mountain ranges, river lines, etc., in the disposition of ground troops. Preliminary ground offensives normally have to be undertaken for the purpose of securing airdromes for the main offensive.

The conception of an air-ground battle wherein ground support is given equal weight with air support can become an actuality only when neither the ground commander nor the air commander are subordinate to the other. Both must play a mutually supporting role. In our service, where seniority and discipline are inseparable, honestly coordinate effort becomes almost impossible between a ground commander an air support commander. (For further elaboration see comments by Air Marshal Coningham appended and marked ANNEX No. 5.) The paradox that the separation of the Army and Army Air Force would bring closer unity between ground forces and air forces is acknowledged. That paradox is clearly supported by the effective employment of aviation with an indirect support of ground forces during the campaign of the 8th Army and Western Desert Air Force from Cairo to Tripoli and the striking success of the 18th Army Group and the Northwest African Tactical Air Force in the Tunisian campaign.

(c) Shortage of equipment. This factor played a large part in the ineffectiveness of early air support operations. It requires no discussion here except to point out that no provision is made for an aircraft warning service and fighter control in our Air Support Command set-up.

(d) Air Support set-up. A general tendency did exist to assign disproportionately large air units to the defense of harbor and other rear areas installations. Any such assignment obviously reduces offensive air effort in the forward areas. The air offensive has been found to provide the most effective defense of rear or other installations.

4. Conclusion.

(a) It is clear that a modern battle is not fought or won by a ground force alone or by a naval force alone. Any modern successful battle consists of a battle in the air which must be won before the surface battle is begun. If the air battle has been won the surface forces are freed from effective hostile air attack and the offensive power of the free air force can be applied directly in support of the surface forces. Modern battles are fought as intensively in the air as on the ground. They are combined battles in which the air forces are placed in a supporting role no more often than the ground or naval forces. Each carries out its part of the task to attain the common goal.

This conception cannot be applied if one force is subordinated to another. An air force coordinate with the ground force and the naval force is the only solution by which the three forces can be made to play coordinate roles. Page 2 of the pamphlet "Some Notes on High Command in War" (attached and marked ANNEX No. 6) is cited as evidence that this conclusion has also been reached by at least one successful allied ground commander.

The effectiveness of the support rendered 18th Army Group by the coordinate air force working with the allied armies is attested by the commander 18th Army Group on May 8, 1945, in annex No. 7 appended hereto.

(b) The designation of a small part of an air force as supporting aviation is erroneous as it tends to hinder concentration of the entire air effort on the particular task at hand.

(c) A rigid functional organization of air forces is unsound as air operations cannot be divided into exclusive functions.

III. RECOMMENDATIONS.

1. Doctrine. Rewrite the War Department publications to delete all references to the supporting role of aviation and to stress the coordinate role of air, land and sea forces. The operations of each force to be controlled by



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an expert in the furtherance of the common mission assigned by highest authority. This does not conflict with the principle of unity of command.

2. Organization. The group should be the largest organically homogenous unit specifically designated "bombardment", "fighter" etc. Wings, divisions, air commands, and air forces should be headquarters designed to control an air task force organized to carry out a specific air job. The only exception to this may be a wing headquarters similar to the present defensive, immobile Air Defense Wing. To expedite administrative procedure, wings and commands should be purely tactical headquarters organized to direct and coordinate tactical operations only. To a limited extent, the composition, if not the organization of the various numbered air forces already reflect the tasks which they are expected to accomplish.

The ineffectiveness of observation groups should be accepted as proved in this theatre and maximum effort should be made to elevate the position of our present observation aviation to a much higher level by the immediate formation of truly proficient tactical and strategical reconnaissance squadrons and photo mapping squadrons.

L. S. KUTER

Brigadier General, U.S. Army.

Deputy Commander.



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Copy Annex No. 1

H.Q. 18 ARMY GROUP OPERATION INSTRUCTION No. 1.

TO:- Lt-Gen. K.A.N. ANDERSON, Commander First Army.

Copies to :- General Dwight D. EISENHOWER, C-in-C Allied Forces in NORTH AFRICA.
General Sir B.L. MONTGOMERY, Commander Eighth Army.
Air Vice Marshal Sir A.V. CONINGHAM.

1. Your immediate task is:-

(a) To stabilise the front in the southern sector.
(b) To reorganize and regroup your forces in order to allot separate sectory to:-

British.
Americans.
French.

(c) To form a general reserve.

We must regain the initiative at the first available opportunity and then keep it.

2. Positions must be held to cover the following vital areas:-

(a) Landing Grounds in the TEBESSA area.
(b) The plain with its Landing Grounds between LE KEF and THALA.
(c) The "gap" between SBIBA and MAKTAR.
(d) The BOU ARADA valley.
(e) MEDJEZ-EL-BAB and the MEDJERDA valley.

To cover these key positions the general line at present occupied by your forces will be held. There will be no further withdrawal except for local adjustments to improve your positions.

Between inclusive BOU ARADA and inclusive MEDJEZ it is essential to retain the approaches to the TUNIS plain.

3. Troops will be reorganised into their proper formations and regrouped as early as possible to allot separate sectors to the American troops, French troops, and British troops, under their own commanders. The size of each sector will be in proportion to resources available and to the nature of the ground. In the case of the French sector you may allot certain British supporting arms, such as field and Anti-Tank Artillery, if you consider these essential.

4. A general reserve must be formed as soon as possible. This reserve will consist chiefly of the armoured formations. To facilitate the forming of this reserve and to enable intensive training to be carried out, the important areas on the general lines of your present positions must be decided and held strongly. The wide intervals between these areas, in most cases in

/mountainous.....

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mountainous country, can only be lightly held, or covered by active patrolling, and by the moves of reserves if a threat developes. Training must be carried out intensively by all troops. The fighting spirit of all must be raised to the highest possible pitch. Training with a definite "aim" is a great help in this.

5. Battle experience for those without it must be gained, starting with small raids and leading up to bigger operations. Such operations must be successful, this is important.

(Sgd) H.R. Alexander.

General,
Commanding. 18th Army Group.

20 Feb 43.

Distribution:-

| | |
|---|---|
| Lt-Gen. K.A.N. ANDERSON. | 1. |
| General Dwight D. EISENHOWER | 2. |
| General Sir B.L. MONTGOMERY | 3. |
| Air Vice Marshal Sir A. CONINGHAM | 4. |
| Comd. 18 Army Group | 5. |
| M.G.G.S. | 6. |
| File. | 7. |
| War Diary | 8. |

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COPY ANNEX NO 2

NORTH WEST AFRICA TACTICAL AIR FORCE
HEADQUARTERS

To:- O.C. XII AIR SUPPORT COMMAND
A.O.C. No. 242 GROUP
A.O.C. AHQ. WESTERN DESERT

## GENERAL OPERATIONAL DIRECTIVE

### OPERATIONAL AIM.

1. The directive given to North West African Tactical Air Force by General Spaatz is to provide maximum air support for land operations.

2. The attainment of this object can only be achieved by fighting for and obtaining a high measure of air supremacy in the theatre of operations. As a result of success in this air fighting our land forces will be enabled to operate virtually unhindered by enemy air attack and our Air Forces be given increased freedom to assist in the actual battle area and in attacks against objectives in rear.

It is to this end that the Air Forces under the control of N.A.T.A.F. will be employed. You are therefore to train, prepare, and operate the Air Forces under your command with this object in view.

### OPERATIONAL PLAN.

3. The courses of action I propose to adopt to achieve the object are:-

(i) A continual offensive against the enemy in the air.

(ii) Sustained attacks on enemy main airfields.

For the air offensive increased warning of enemy air activity is required in the forward areas. Additional R.D.F. equipment is being made available and you are to give every assistance in siting this equipment and developing communication from the R.D.F. stations to a fighter operations room, located on your recommendation. Following this development you will be responsible for initiating fighter action to counter enemy air activity. The enemy must be attacked wherever he can be found, and destroyed.

For the attacks on enemy main airfields we shall employ escorted raids by light and medium bombers by day combined intermittently with low flying attacks; in addition light bombers by night will be directed against airfields. In this task we will probably also be supported by the operations of the Strategic Air Forces operating independently but in conjunction with my plan.

### CONTROL OF OPERATIONS.

4. It is my intention that you will exercise full scope in the detailed planning and control of operations by your units within the framework of the instructions and periodical directives issued by me.

5. My instructions on operations should in no way be altered or amended without reference to me or my S.A.S.O.

6. It is evident that control cannot be exercised without rapid and reliable communication being available. You are to do all in your power to ensure that communication with this Hq. and to your units is maintained at a high pitch of efficiency. Lateral communication from you to the other two commands comprising the Force is already provided.



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7. CONCENTRATION OF EFFORT

On a front of 250 miles there will be a tendency for operations to be restricted to areas within ranges of aircraft from their home bases. It is necessary however, that the main elements of the Force should be capable of providing mutual support and concentration as necessitated by operations. You are therefore to plan the movement or reception of units in detail from one sector to another and be prepared to implement your plan at short notice.

8. TRAINING

The necessary basic training to achieve the operational standard must commence immediately. For your guidance I append the following notes.

(i) Fighters - I judge the efficiency of fighter squadrons solely on their abilities in air fighting. This is the fundamental requirement. Where fighter squadrons are employed mainly on escort tasks, bombing and ground strafing, they must first possess the basic qualifications in air fighting standard, and their role must be changed frequently to afford opportunities for actual practice in air warfare.

Efficiency in air fighting depends upon high morale, sound tactical unit and wing plans, good marksmanship and alertness in the air. High morale depends upon the three basic requirements of a fighting force - leadership, training and equipment. You must therefore pay particular attention to these most important features and nurture the development of tactical ideas on a disciplined team basis. Additionally you must ensure air firing practice; in present circumstances shadow firing will be the most fruitful form of practice open to you.

(ii) Fighter employment - I am not in favour of large fighter formations for offensive patrolling where the enemy are encountered in small numbers. I prefer as an alternative to operate a greater number of small well drilled formations giving more chance of a decisive battle and less chance to the enemy for pirate attacks. We are beginning to receive aircraft with a performance better than the enemy and the whole force will be strengthened if these newer types are mixed in sensibly.

Fighters operating on protective escort for bomber formations have the security of the bombers as their only consideration and must not be drawn away from this task to prejudice the measure of protection. It is a point of honour that the bombers should not be attacked by enemy fighters.

(iii) Bombers - For day operations in the battle area a cohesive yet flexible effort is the aim, necessitating a very high standard of team work with emphasis throughout on navigation, formation flying, studied controlled bombing, and defensive fire. I regard it as essential for escorted raids that a firmly agreed operational plan between fighters and bombers should exist. A periodical exchange of ideas between combat crews of fighters and bomber aircraft is most desirable.

(iv) Fighter-Bomber Co-operation. For escorted raids communication must be established between the fighter and bomber leaders. It is all times at the responsibility of the fighter leader to determine if the mission is to be cancelled as a result of weakening of fighter escort aircraft following combat, or unsuitability of cloud conditions. The need however for great discretion of the fighter leaders in this respect is evident.

(v) Bomber Ground Organization. A further essential feature of day bomber operations in support of land forces is that of ground organization to meet the requirements of rapid re-arming and refuelling to guarantee intensive bomber effort. This is most important and you are to take the necessary measures to ensure that the bomber squadron's ground parties are fully organised on this basis.

(vi) NIGHT BOMBERS. For light bombers operating at night individual



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crew training and basic ground organization, including aids to navigation, represent the backbone of the task.

All light bombers should be capable of night operations. Much army movement, particularly supply, is covered by darkness. It is during this period that crippling blows may be struck. Moreover night training permits the exploit of dusk and dawn attacks - times when the enemy may well be found concentrated and off guard.

With fully trained squadrons maintained in practice, the training problem revolves itself into the development of replacement crews to the required squadron standard. This must be a particular responsibility of replacement crews and the decision subsequently to allow them to take in operations. I would prefer to have a reduced bomber effort than to employ partly trained crews.

9. ADMINISTRATIVE SERVICES.

We all have the greatest admination and appriciation for the work of our administrative services. Though without the glamour that surrounds fighting they are the main factor on which that fighting depends. No force can operate for long without administrative efficiency. I rely upon their maintenance of the highest standard of efficient devotion to duty.

10. PERSONNEL

We are fighting this war with personnel, the efficiency of the human machine being the basic requirement for success in operations. The appointment of Commanders, and the allocation of honours and awards is therefore my personal task. Personnel matters come first in my thoughts.

The inculsation of the offensive spirit is of paramount importance. Spirit and confidence will spring from good leadership and training and can be safeguarded by consideration for the individual. The weak men of low morale are not to be tolerated in units as they taint the atmosphere. You are to remove such personnel immediately on discovery, under existing regulations and procedure.

11. Offensive operations will commence in the near future. The Air Forces must be ready. I require you to concentrate immediately on making the necessary preparations. If you are in difficulties I wish you to represent them to me or to my Staff Officers. Do not hide them and cause a weakness in the whole structure.

I attach the very greatest importance to the dissemination of information and guidance to all personnel. You are my governing link with the units. I want you to explain my views to them and in this way inspire a cooperative spirit which will give us the strength of unified effort by the whole force.

(Sgd) A. Coningham
Air Marshal,
Air Officer Commanding

20 February, 1943.





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COPY ANNEX NO. 2A

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HEADQUARTERS
NORTHWEST AFRICAN TACTICAL AIR FORCE

- OUTLINE OPERATIONAL PLAN -

Military situation and probably development.

1. In mid-March it is the intention of the GOC-in-C to mount an offensive operation in the Southern Sector to assist Eighth Army. The objective will be to capture GAFSA and operate towards MAKNASSY.

2. Dependent on the front of First Army being stabilised, demonstrations in the Northern Sector will probably be synchronised with the offensive in the South.

3. This phase of operations will be regarded as Phase "A".

4. Following the attainment of the object in Phase "A", the progress of the Eighth Army on GABES and Northward is expected, with the enemy withdrawing to defensive positions in CENTRAL TUNISIA under pressure by Eighth Army and II Corps.

5. This phase of operations will be designated Phase "B".

6. On developments in phase "B" the final assault on Tunis will be determined. The final phase will be termed Phase "C".

7. Preparations for Phase "C" must be made concurrently with the operations in Phases "A" and "B".

Role of Air Force.

8. For all operations the role of the T.A.F. is to provide maximum assistance to the land forces in the battle area.

Under orders from N.A.A.F., the bomber Command (S.A.F.) will support the operations by the attack of selected objectives outside the battle area in conjunction with T.A.F. plans.

Order of Battle, N.A.T.A.F.

9. The probably Order of Battel for N.A.T.A.F. Operational Units is attached at Appendix "A".

Operational Plan - Phase "A"

(i) Preliminary Action - XII A.S.C. and 242 Group.

10. (a) Development of early warning system and fighter control to cover the probably battle area in Southern Sector.
(b) Concentration of XII A.S.C. in the THELEPTE area.
(c) Organisation and concentration of Tactical Bomber Force at bases in CANROBERT area.
(d) Stocking of aerodromes in THELEPTE and YOUKS areas to meet operational requirements and to provide a surplus to be called on by W.D. Air Forces.
(e) Attack of main enemy airfields in all Sectors.
(f) Preparation of detailed reinforcement plan by XII A.S.C. for Units of 242 Group.
(g) Attack of enemy concentrations reported by Western Desert Air reconnaissance in Southern Sector.



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(ii) Airfield Construction.

The following airfield construction will be required for this phase:

(a) 2 new fighter airfields in THELEPTE area. (One airfield to be available for reinforcing aircraft from 242 Group or Western Desert Air Forces).

(b) Development of KALAA DJERDA as bomber airfield.
(c) Development of existing THELEPTE airfields (Nos. 1 & 2).
(d) Development of SBEITLA airfield and reconnaissance for additional sites in this area.
(e) Development of light bomber base aerodrome at TAFF.

(iii) Air Operations during the offensive - XII A.S.C. and 242 Group.

Battle Area.

(a) Offensive action against enemy aircraft in the air.
(b) Attack of enemy airfields in North and South Sectors.
(c) Attack of opportunity targets reported by air reconnaissance or by A.A.S.C. channels.
(d) Night attacks against enemy L of C.

Strategic Area.

(e) Attack of selected objectives reported by air reconnaissance; with the enemy withdrawing from the MARETH line M.T. concentrations may be expected in the GABES area.
(f) Night attacks on enemy L of C to MARETH area.

(iv) Western Desert Air Forces.

Western Desert Air Forces will operate during this phase entirely in support of Eighth Army, and will undertake the detailed planning and control of their own operations.

(v) Preparatory measures for Phase "C".

Air Operations (T.A.F.)

(a) Continuous air offensive against enemy air force at light sustained scale.
(b) Development of warning system in Northern Sector to extend Southwards to cover KAIROUAN.

Airfield Construction.

(c) Construction of 2 additional fighter airfields in SOUK EL KHEMIS area. (One aerodrome to be available for reinforcing fighter aircraft).
(d) Development of SOUK EL ARBA airfield as bomber operational base.
(e) Development of additional bomber operational aerodromes in SOUK EL ARBA area to be available for reinforcing bomber aircraft.
(f) Development of one airfield in LE KEF valley in addition to sites at LE KEF and LE SERS to be available for reinforcing aircraft.

Supply organization.

(g) Stocks of fuel, bombs, ammunition, to be established in forward areas to meet intensive operations for 10 days for the T.A.F. with reserves in rear within ready access.

Communications.

(h) Lateral line communication to be developed between 242 Group and XII A.S.C.



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Operational Plan - Phase "B"

11. On GAFSA being secured two airfields (previously used by XII A.S.C.) are to be prepared for use by Western Desert Air Forces as advanced operational bases if required. Stocks of fuel, ammunition, and bombs to be held ready for transfer to these airfields on request by Adv. A.H.Q. W.D.

12. The movement of the warning system eastward from THELEPTE covering Central TUNISIA and North Eastward to cover KAIROUAN will be required.

13. Lateral communication to be developed by W/T and subsequently by line between XII A.S.C. and Adv. A.H.Q. W.D.

14. Air Operations - T.A.F.

Co-ordinated air action by XII A.S.C. and A.H.Q. W.D. at intensive scale in Southern and Central Sectors against enemy air and ground forces by day and night; particular targets to be enemy concentrations during withdrawal on roads.

In Northern Sector sustained scale of operations to continue by 242 Group against enemy air forces. Attacks to be assisted by S.A.F. against main enemy airfields.

(ii) Airfield Construction.

(a) Development of 3 additional fighter airfields in SBEITLA area.
(b) Airfield construction required by Western Desert Air Forces to be met by own resources.

(iii) Supply.

Provision of supplies as required by Western Desert Air Forces.

Preparations for Phase "C".

15. (i) Increased early warning in Northern Sector.
(ii) Development of common standard of fighter control between 242 Group, XII A.S.C. and Western Desert Air Forces to permit handling of fighter formations in the air from most convenient sector.
(iii) Linking by land line of LE KEF valley aerodrome with SOUK EL KHEMIS and SBETTLA.
(iv) Development of co-ordinated air reconnaissance plan.
(v) Development of co-ordinated bomber plan - allocation of objectives.
(vi) Development of co-ordinated fighter plan.
(vii) Sustained attacks against L of C by sea and main supply xxports to be arranged with S.A.F.

Operational Plan - Phase "C"

16. For the final assault on TUNIS, the T.A.F. operational units will be in a position to develop their maximum scale of attack from bases in the SOUK EL KHEMIS, LE KEF, SBETTLA and Southern or Central TUNISIA.

At this stage R.D.F. equipment should be installed to cover all main enemy aerodromes.

Lateral communication will be established between the elements of the T.A.F.

A standard system of control in the air will be available for fighter aircraft in all sectors.

Operational bases will carry stocks for intensive air support for 10 days supported by additional dumps within ready access.



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17. (i) Prior to attack by land forces.

Intensive air offensive against enemy air forces in TUNISIA by day and night for period prior to opening of attack.

Concentration of bomber effort of the S.A.F. on L of C by sea and main enemy supply ports.

(ii) Concentration of main air effort by T.A.F. on ground targets in battle area by day and night.

Sustained bomber effort by S.A.F. on L of C by sea and main supply ports.

(iii) Advance of land forces.

Concentration of total air effort to annihilate the enemy and prohibit his evacuation by sea or air.

18. The outline administrative and signals plans to implement the operational project will be issued separately.

(Sgd) G.R. BEAMISH, A/Comdr.

for Air Marshal
Air Officer Commanding,
Northwest African Tactical Air Force.

8 March, 1943.

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APPENDIX "A"

TO N.A.T.A.F. OUTLINE OPERATIONAL PLAN

| - N.A.T.A.F. ORDER OF BATTLE - | | PRESENT LOCATION. |
|---|---|---|
| **Air Forces in Tunisia.** | | |
| (i) 242 Group. | | SOUK EL ARBA Area. |
| No. 324 Wing. | ( No. 72 (F) Squadron )<br>( No. 93 " " )<br>( No. 111 " " )<br>( No. 152 " " )<br>( No. 225 T/Recce Sqn )<br>( No. 241 HURRIBOMBER Sq ) | SOUK EL KHEMIS Area. |
| No. 322 Wing | ( No. 81 (F) Squadron )<br>( No. 154 " " )<br>( No. 232 " " )<br>( No. 242 " " ) | SOUKEL KHEMIS Area. |
| BONE Sector | ( No. 43 (F) Squadron )<br>((Not yet available) )<br>( No. 243 (F) Squadron ) | BONE. |
| P.R.U. Detachment | (Not yet available - | SOUK EL ARBA. |
| (ii) XII A.S.C. | | |
| 31 Fighter Group - 3 Squadrons<br>52 Fighter Group - 3 Squadrons<br>81 Fighter Group - 3 Squadrons<br>325 Fighter Group - 3 Squadrons (Not yet available)<br>154 T/Recce Sqdn. - 1 Squadron | ) | THELEPTE Area. |
| (iii) TACTICAL BOMBER FORCE. | | |
| 326 Wing | ( 3 Bisley Squadrons )<br>( 1 Boston Squadron )<br>((Not yet available) ) | CANROBERT, DULMENE base area with operational landing grounds atSOUK EL ARBA, YOUKS areas. |
| 47 Group. -2-3 Boston Squadrons<br>12 Bombardment Group - 2 Mitchell Sqdns. | ) | |
| **WESTERN DESERT AIR FORCES.** | | |
| (i) 211 GROUP. Fighters. | | |
| 7 Wing. | ( 2 Squadrons )<br>( 4 Squadrons )<br>( 5 Squadrons ) | BEN GARDANE Area. |
| 239 Wing. | ( 3 Squadron )<br>( 250 Squadron )<br>(260 Squadron )<br>( 450 Squadron )<br>(112 Squadron ) | BEN GARDANE Area |



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APPENDIX "A" (Contd)

211 GROUP (Contd.)

| | | |
|---|---|---|
| 244 Wing. | ( 1 Squadron ) | BEN GARDANE Area. |
| | ( 92 Squadron ) | |
| | ( 145 Squadron ) | |
| | ( 601 Squadron ) | |
| 57 Group. | ( 64 Squadron ) | ZUARA. |
| | ( 65 Squadron ) | |
| | ( 66 Squadron ) | |
| 79 Group. | ( 85 Squadron ) | CASTEL BENITO moving forward. |
| | ( 86 Squadron ) | |
| | ( 87 Squadron ) | |

(ii) 3 S.A.A.F. Wing Bombers.

| | |
|---|---|
| 12 Squadron ) | BU SADI. |
| 21 Squadron ) | |
| 24 Squadron ) | |

12th Bombardment Group.

| | |
|---|---|
| 83 Squadron ) | EL ASSA. |
| 84 Squadron ) | |

(iii) 285 Wing. Recce. P.R.U. Detachment

| | |
|---|---|
| 1437 Squadron ) | MEDENINE Area. |
| 40 Squadron ) | |
| 73 Squadron ) | |
| (Night Fighters ) | |

N.A.S.A.F.

Allocation during certain phases of Heavy and Medium Bombers.



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ANNEX NO. 3

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HEADQUARTERS
NORTHWEST AFRICAN TACTICAL AIR FORCE

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T.A.F. OPERATIONAL PLAN FOR FINAL ASSAULT ON TUNIS

INFORMATION

1. The final assault to capture TUNIS will be undertaken by 5 Corps in the area immediately west of the River MILIANE: II (U.S.) Corps will develop an attack simultaneously on BIZERTA. Both operations being controlled by First Army. In concert with this plan Eighth Army will attack the ENFIDAVILLE position and advance on the axis of the coastal road towards HAMMAMET.

2. The attack by Eighth Army will precede that of First Army with the object of drawing forces from the proposed area of penetration of the enemy bridgehead.

3. The main assault will commence on 22nd April, 1943.

4. The Tactical Air Force can best assist the land force project by preventing the enemy air forces from interfering with the land battle and later by the application of maximum air effort to the battle area. Action against enemy air forces can be taken prior to the commencement of the land attack and is termed Phase I. The subsequent application of air effort to the battle area must be synchronized with the main assault and is termed Phase II. If the enemy decides to evacuate at any stage in the phases specified then the air action will be initiated as specified in this Headquarters' Directive reference TAF/AIR/12 dated April 12th, 1943.

PHASE I.

AIM.

5. To neutralise enemy air forces.

FORCES AVAILABLE.

6.

| | |
|---|---|
| Northern Area. (associated with First Army) | 242 Group.<br>XII A.S.C.<br>Tactical Bomber Force. |
| Southern Area (associated with Eighth Army) | Western Desert Air Forces |

Additionally, N.A. Strategical Air Force will provide additional bomber effort for the attack of objectives in either Northern or Southern areas outside the immediate vicinity of the battle or long range fighters for special tasks.

MAIN ENEMY AERODROMES.

7. Present information indicates that the main enemy operational aerodromes are:-

| | |
|---|---|
| Northern Sector. | LA MARSA.<br>SIDI AHMED.<br>SEKALLAS (3 airdromes)<br>OUDNA. |
| Southern Sector | KORBA<br>ST. MARIE DU ZIT(2 airdromes)<br>DJ-HALLOUF |

8. It is known, however, that additional landing grounds are available to the enemy and it is to be expected that enemy air force dispositions may change with an altering tactical situation.

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9. In the strategical area BARI L.G. is a main supply base where immediate replacement aircraft for the battle area are located.

10. The main air transport bases are now at EL AOUNIA and FOCHE VILLE.

OPERATIONAL PLAN

11. Action prior to commencement of Phase I.

(i) Concentration of air forces at final locations for the assault. (All elements of T.A.F. will be in position by 17th April under present arrangements).

(ii) Daily photographic reconnaissance of all enemy aerodromes in the bridgehead area by P.R.U. attached to No. 242 Group and Western Desert Air Forces. (This is already established).

(iii) Day and night reconnaissance of coast of bridgehead area for signs of evacuation. (Established from 16th April).

(iv) Arrange with First Army for night landmarks to be established on request at points covering the area of penetration of the enemy bridgehead.

AIR OPERATIONS.

12. The main structure of theoperational plan is the intensive bombing attack of enemy aerodromes in both Northern and Southern areas commencing on the night 18/19 April and continuing until the opening of the land attack. The scale of bombing attacks by day will represent a serious threat to the enemy and force the employment of his fighter strength in defence.

Heavy fighter escort to accompany each raid. A high proportion of these fighters are to operate in a free role and have no protective commitment in relation to the bomber formations.

13. Night bomber effort will be directed also against the main enemy aerodromes to continue attacks throughout the 24 hours period.

14. ATTACK ON BARI L.G.

Strategic Air Force are being requested to undertake the attack of the replacement aircraft at BARI L.G.

15. The detail of the operations for Phase I is given at Appendix "A".

AIR ASSISTANCE FOR ATTACK BY EIGHTH ARMY.

16. As the attack by Eighth Army will precede the main assault, Western Desert Air Forces may be committed on particular tasks during Phase I to assist land operations. As far as possible, however, the planning of operations by A.H.Q. W.D. is to make allowance for this contingency so that the scheduled attacks are undertaken.

ATTACK OF ENEMY AIR TRANSPORT AIRCRAFT

17. Concurrently with thedevelopment of Phase I, and as far as commitments permit, Strategical Air Force are being requested to continue operations with long range fighter aircraft to intercept enemy air transport aircraft on passage to Tunisia. Night Beaufighter intruder effort by Coastal Command over main enemy air transport bases is also being requested. Co-ordination of this effort with the night bombing programme will be undertaken by T.A.F.



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PHASE II:

AIM.

18. By air action in the battle area to assist the land forces.

AIR OPERATIONS

19. Reconnaissance to determine likelihood of enemy evacuation to continue.

20. First light reconnaissance to be undertaken by fighter bombers. Opportunity targets to be attacked.

Continuous light bomber and low flying fighter attacks to be undertaken in battle area to assist progress of land forces. Strength of light bomber formations to be determined by type of target.

21. Operations by Strategical Air Force bombers on enemy air bases in Sicily and L of C targets away from battle area and long range fighters against enemy air transport will be requested.

22. Continuance of intruder operations by Beaufighters over enemy air transport bases will be requested.

23. The outline programme of operations for Phase II is given at Appendix "B".

Air Marshal,
Air Officer Commanding,
TACTICAL AIR FORCE

16th April, 1943
TAF/AIR/12.

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APPENDIX "A"
TO T.A.F. OPERATIONAL PLAN.

| NORTHERN AREA | | | | | | | SOUTHERN AREA | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| SERIAL No. | DATE | TIME OVER TARGET | FORCE | OBJECTIVE (Provisional only) | ROLE | REMARKS | DATE | FORCE | OBJECTIVE | REMARKS |
| 1 | Night 18/19 April | p.m. | Bisleys. Leo's Wellingtons. | Sebala L.Gs. | Night bombing | Delay action bombs not to be used | 18/19 April | 205 Group | Selected aerodrome. | |
| 2 | " | | Hurricanes | Harrassing attack against selected aerodromes. | | To be co-ordinated with Bisley/Wellington attacks. | | | | |
| 3 | 19 April | a.m. | Formation of medium bombers from Strat. Air Force | Sebala L.G. | Bombing dispersed aircraft | Preliminary raid prior to main attack. | | | | |
| 4 | " | a.m. | Three formations of Tac. B.F. | Sebala L.G. | Bombing dispersed aircraft | Raid to take place 40 mins. after Serial 3. | 19 April | | | |
| | | | | | | | Strength and number of light bomber attacks to be determined by A.O.C., W.D. | | | |
| 5 | " | a.m. | One formation of medium bombers from Strat. Air Force | Gudna. | ditto. | - | Two attacks on aerodromes to take place 30 mins. after Serial No. 5 and 6 (Northern Area) | | | |
| 6 | " | p.m. | ditto. | ditto. | ditto. | - | | | | |
| 7 | " | p.m. | Three formations of aircraft Tac. B.F. | Sebala L.G. | ditto. | Attack to be preceded by fighter sweep flying low to target area. | | | | |



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NORTHERN AREA

| SERIAL No. | DATE | TIME OVER TARGET | FORCE | OBJECTIVE | ROLE | REMARKS |
|---|---|---|---|---|---|---|
| 8 | 19 April | p.m. | Two Med. Bomber Squadrons. Formation 18 aircraft from Strat. Air Force | Oudna. | Bombing dispersed aircraft. | - |
| | Times of attacks to be determined by availability of fighters. | | | | | |
| 9 | Night 19/20 April | p.m. | Bisleys. Wellingtons. | La Marsa. | Night bombing. | Delay action bombs not to be used. |
| 10. | " | p.m. | Hurricanes | Harrassing attack against selected aerodrome. | " | To be co-ordinated with Serial 9. |
| 11 | 20 April | a.m. | 24 Heavies Strat. Air Force | La Marsa. | H.L. bombing. | |
| 12 | " | As for Ser. 11 | 24 Heavies Strat. Air Force | Sidi Ahmed. | " | |
| 13 | " | a.m. | Three formations aircraft Tac. R.F. | Sebala. | Bombing dispersed aircraft. | |
| 14 | " | p.m. | One formation Tac. R.F. | La Marsa. | " | Serial 14 & 15 may be switched to Oudna if flak intense and heavy bomber attacks substituted against La Marsa and Sidi Ahmed |
| 15 | " | As for Ser. 14 | One formation aircraft | Sidi Ahmed | " | |
| 16 | " | As for Ser. 14 | 33 Group F/Bombers | Sebala. | Bombing & strafing. | |

SOUTHERN AREA

| DATE | FORCE | OBJECTIVE | REMARKS |
|---|---|---|---|
| 19/20 April | 205 Group | Selected aerodrome. | |
| 20 April. | | | |
| Continuation of day attacks on aerodromes selected by recce. | | | |
| Strength and numbers of attack to be determined by A.O.C., R.A. | | | |



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NORTHERN AREA

SOUTHERN AREA

| SERIAL No. | DATE | TIME OVER TARGET | FORCE | OBJECTIVE | ROLE | REMARKS | DATE | FORCE | OBJECTIVE | REMARKS |
|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | Night 20/21 April | 205 Group | Selected aerodromes. | |
| 17 | 20/21 April | p.m. | Bisleys. Wellingtons. | Selected targets in battle area. | Bombing dispersed aircraft. | | | | | |
| | | | | | | | Proportion of force available for attacks on enemy L of C. | | | |
| 18 | 20/21 April | p.m. | Hurricanes. | Harrassing attacks in forward area. | | | | | | |
| | | | | | | | 21 April | | | |
| 19 | 21 April | a.m. | One formation Mediums Strat. Air Force. | Oudna. | Bombing dispersed aircraft. | | Continuation of day attacks on aerodromes selected by recce. | | | |
| 20 | 21 April | a.m. | One formation Mediums Strat. Air Force. | Aerodrome selected by recce. | This will be substituted by formation from Tac. | By this time the fighters should be able to maintain standing patrols over enemy bases. | | | | |
| 21 | 21 April | p.m. | One formation Mediums Strat. Air Force. | Aerodrome selected by recce. | B.F. if Sidi Ahmed and La Marsa operations not carried out. | Tac. B.F. released to prepare for operations 22 April. | | | | |
| 22 | 21 April | p.m. | 33 Group. | Aerodrome selected by recce. | F/Bombing | | | | | |
| 23 | 21/22 April | p.m. | Bisleys. Wellingtons. | Attack of objectives in forward areas. | Night bombing. | | | | | |
| | | | | | | | Night 21/22 April | 205 Group | Selected aerodrome. | |
| 24 | 21/22 April | p.m. | Hurricanes. | Harrassing attack in forward areas. | | | | | | |
| | | | | | | | Proportion of force available for attacks on enemy L. of C. | | | |



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NORTHERN AREA

SOUTHERN AREA

| SERIAL NO. | DATE | TIME | FORCE | OBJECTIVE |
|---|---|---|---|---|
| Serial 1B. | 22 April | 0700 hrs. to 0730 hrs. | 3 formations. | Concentrated bombing on premeditated targets in area of penetration to bridgehead. |
| Serial 2B. | 22 April | 0730 hrs. to 1030 hrs. | 33 Group | Continuous fighter bombing and recce on Army front until light bombers refuelled. |

NOTE:

(i) Following completion this Serial continuous support by small formations of bombers and fighter bombers in battle area.

(ii) Hurricane night effort directed against movement on roads after dusk leading to front. Attack to be prolonged throughout major portion of night. Night bomber effort to continue in battle area.

(iii) Attacks in the battle area on 23rd April and subsequently to be with small bomber formations for normal targets. Concentration of bomber effort available if required for particular operation.

(iv) Night effort to remain on battle area and L of C during moon period.

Western Desert Air Forces to assist the operations of Eighth Army and, when possible, 9 Corps.



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154/01/G (OPS)

FIRST ARMY OPERATION INSTRUCTION

NUMBER 37

INFORMATION

1. Eighth Army is exerting continuous pressure on the enemy in order to draw enemy forces away from the FIRST ARMY.

In conjunction with the FIRST ARMY offensive, EIGHTH ARMY is to advance on the axis ENFIDAVILLE P.38 - HAMMAMET K.51 - TUNIS with a view to preventing the enemy from withdrawing into the CAP BON peninsula, where he may attempt to retain a bridgehead. EIGHTH ARMY is to attack before FIRST ARMY.

2. 2 U.S. CORPS is under command 18 ARMY GROUP, but for these operations, the action of 2 U.S. CORPS, is to be co-ordinated, and all necessary orders and instructions issued direct by FIRST ARMY.

3. The outline Order of Battle of FIRST ARMY and 2 U.S. CORPS is shown in Appendix 'A' attached.

4. 242 GROUP, R.A.F., with in support 12 AIR SUPPORT CONTROL, and the TACTICAL BOMBER FORCE are available for the direct support of FIRST ARMY, and 2 U.S. CORPS. These Air Forces are organized as follows:

| | |
|---|---|
| 242 Group | Two Fighter Wings.<br>One Fighter-Bomber Squadron.<br>One Tactical Reconnaissance Squadron.<br>One Night Fighter Flight. |
| 12 Air Support Command | Two Fighter Wings.<br>One Fighter-Bomber Wing.<br>One Tactical Reconnaissance Squadron. |
| Tactical Bomber Force | Two Light Bomber Wings.<br>Two Medium Bomber Wings. |

5. In addition, the NORTH AFRICAN STRATEGICAL AIR FORCE, AND WESTERN DESERT AIR FORCE are available for the indirect support and possibly for the reinforcement of the Air Forces directly supporting FIRST ARMY and 2 U.S. CORPS.

6. INTENTION

FIRST ARMY and 2 U.S. CORPS will attack to annihilate or capture the Axis forces opposing them.

7. METHOD

Boundaries

See FIRST ARMY Operation Instruction Number 34.

8. 5 Corps

5 Corps will deliver the main attack on the axis MEDJEZ - TUNIS.

First Objective High ground PETERS CORNER J.7032 LONGSTOP J.6243

Second Objective High Ground MASSICAULT J.84 - EL BATHAN J.75



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9. 9 Corps.

(a) 9 Corps will capture the high ground WEST of SEBKRET EL KOURZIA, J.71 with 46 Division.

(b) 9 Corps will then advance with 1 and 6 Armoured Divisions on the Axis EL ABOUSSA J.40 - BOU ARADA J.60 - DJ EL MENGOUB J.83.

Objective

(i) To engage and destroy the enemy's remaining Armoured Reserve.

(ii) To cut off and destroy from flank and rear the enemy forces still opposing 5 Corps.

(c) 46 Div will revert to Army Reserve when the situation permits.

10. 2 Corps.

2 Corps will:-

(a) As its main effort advance on the Axis BEJA - OUED TINE valley - road junction J.5560 - CHOUIGUI J.76

Objective

The high ground EAST and WEST of CHOUIGUI.

(b) Advance on the axis:

DJEBEL ABIOD J.06 - SEDJENANE J.27 - MATEUR J.57 - AND SEDJENANE - OUED SEDJENANE J.28 - road junction J.5194

Objectives

(i) The main enemy position about DJEBEL AJRED J.3775 - DJEBEL JEBIRA J.4077

(ii) The high ground dominating the road junction J.5194

11. 19 Corps.

19 Corps will advance on the axis MOBAA 0.67 - PONT DU FAHS J.80 in order to reopen the road for our own use.

Objectives

The high ground dominating the OUED KEBIR RESERVOIR, 0.79 and DJEBEL DOUAOUSS 0.89

12. Timing

9 Corps attack WEST OF SEBKRET EL KOURZIA will start in the early hours of 'D' day.

5 Corps attack on LONGSTOP will start shortly after dark on 'D' day.

2 Corps attack will start during the night D/D + 1

19 Corps attack will not start until ordered by the Army Commander.

13. ARTILLERY

Little is known of the enemy artillery locations owing to his silent policy. Whenever it can be done without prejudicing surprise or unduly weakening the fire on to the objective, the largest possible concentration of guns will be turned on to known enemy batteries, shortly before Zero. Whatever policy is adopted (and this must vary with the widely differing conditions of the various attacks) it is vital:-

(a) That a proportion of guns are always available 'at call' for counter-battery work.

(b) That arrangements be made for the immediate passage to the

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Counter Battery Officer of all Counter Battery information, however gathered.

14. The normal artillery activity, by day and night, will be maintained, using such guns as have been on position for some time.

15. Plans must be made to ensure that Senior Artillery Observers (representatives of Commanders Royal Artillery, Commanding Generals Divisional Artillery or Artillery Groups) move on the fronts of flank formations so that when necessary the observed, concentrated fire of Groups and Divisional Artilleries can quickly be brought to bear on to any sector within range.

16. Instructions for the deployment of Army Anti-aircraft Artillery have been issued separately.

17. ENGINEERS

Roads

Corps will be responsible for opening and maintaining from rear Corps boundaries the following roads, which are in order of priority:-

| Responsible | Road | Class to be maintained. |
|---|---|---|
| 5 Corps | (i) TEBOURSOUK J.21 - MEDJEZ EL BAB - MASSICAULT - TUNIS | 70 to exclusive MEDJEZ 40 onwards. |
| | (ii) SOUK EL KHEMIS - BEJA - OUED ZARGA J.43 - MEDJEZ EL BAB - TEBOURBA - DJEDEIDA J.85 - TUNIS (inclusive bridge over river MEDJERDA at DJEDEIDA) | 70 to exclusive MEDJEZ using existing diversions. 40 onwards. |
| 2 U.S. Corps | (iii) BEJA - SIDI NSIR J.4159 - MATEUR | 12 |
| | (iv) BEJA - DJEBEL ABIOD - SEDJENANE road junction J.5082 - along WEST and NORTH of GARANT ACHKEL BIZERTA. | 70 to DJEBEL ABIOD 12 onwards. |

No bridges will be built of higher category than class 40 till the situation develops to warrant the expenditure of additional equipment. Bridges will only be built on essential routes; elsewhere, where possible, crossings will be made by ramping.

18. Airfields

(i) Important airfields in the enemy area are:

MEDJEZ EL BAB J.5934
DJEDEIDA Northwest J.8360
DJEDEIDA Southeast J.8757
PROTVILLE J.9575 (approximately)
LA SEBALA J.9968
LA MARSA K.1666
TUNIS (EL AOUINA) K.1262
BIZERTA (SIDI AHMED D.6602)
FERRYVILLE J.6688
MATEUR (EL AID) J.6297

(ii) Formations in whose areas these airfields lie, are responsible for their clearance of mines and booby traps; repair and maintenance being undertaken by detachments 3 and 14 Airfield Construction Groups, now under command Army.



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19. AIR

Control of the air effort by 242 Group and supporting Air Forces will be centralized at Army - Air H.Q.

(a) Air Force operations on D - 3 to D - 1 are being directed against enemy airfields.

(b) A prearranged programme for the employment of Air Forces on night D - 1/D and on D Day is being worked out at Army - Air H.Q. Details will be notified later.

(c) Subsequently, the maximum air effort will be directed towards assisting our advance. Calls for direct support will be made in the normal manner.

21. Code Name.

The operations referred to in this operation Instruction will be by the Code Word 'VULCAN'.

22. 'D' Day

'D' Day will be 22nd April, 1943.

23. INTERCOMMUNICATION

| | |
|---|---|
| MAIN HQ FIRST ARMY | J.1419 |
| MAIN HQ 2 U.S. CORPS | J.1842 |
| MAIN HQ 5 CORPS | Nullah J.4829 |
| MAIN HQ 9 CORPS | Ston do DJELIDA |
| MAIN HQ 19 CORPS | SILIANA 0.4173 |

24. Axes of Advance:- HQ 2 Corps: BEJA - SIDI NSIR J.4159 - road junction J.5560.
HQ 5 Corps: BOU ARADA - road junction J.6410 - road junction J.7216 - road junction J.7815 road junction J.8728
HQ 19 Corps: SILIANA 0.46 - ROHAA 0.67 - POST DU FAHS J.80

25. ALLOTMENT OF A.A.S.C. TENTACLES

| | |
|---|---|
| 2 U.S. Corps | 6 |
| 5 Corps | 9 |
| 9 Corps | 5 |
| 19 Corps | 4 |

BRIGADIER,
GENERAL STAFF, ARMY.

/see Appendix A



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Appendix "A" to First Army Operations

Instruction Number 37 dated 19 Apr 43

OUTLINE ORDER OF BATTLE

FOR

FIRST ARMY AND 2 U.S. CORPS

| | |
|---|---|
| 5 Corps. | 1 British Infantry Division<br>4 Division<br>78 Infantry Division<br>25 Trank Brigade less 51 Royal Tank Regiment |
| 9 Corps. | 1 British Armoured Division<br>6 Armoured Division<br>46 Infantry Division<br>51 Royal Tank Regiment |
| 19 Corps. | Division du MAROC<br>Division d'ALGER<br>Division d'ORAN<br>One Tank Battalion (Valentines and Somuas)<br>1 Kings Dragoon Guards (Armoured Car Regiment) |
| 2 U.S. Corps. | 1 U.S. Armoured Division less one Armoured Regiment<br>1 U.S. Infantry Division<br>9 U.S. Infantry Division<br>34 U.S. Infantry Division<br>Corps Franc d'Afrique (three battalions) |



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Appendix 'A' to First Army Operations
Instruction Number 37 dated 19 Apr 43

OUTLINE ORDER OF BATTLE

FOR

FIRST ARMY AND 2 U.S. CORPS

| | |
|---|---|
| 5 Corps. | 1 British Infantry Division<br>4 Division<br>78 Infantry Division<br>25 Tank Brigade less 51 Royal Tank Regiment |
| 9 Corps. | 1 British Armoured Division<br>6 Armoured Division<br>46 Infantry Division<br>51 Royal Tank Regiment |
| 19 Corps. | Division du MAROC<br>Division d'ALGER<br>Division d'ORAN<br>One Tank Battalion (Valentines and Somuas)<br>1 Kings Dragoon Guards (Armoured Car Regiment) |
| 2 U.S. Corps. | 1 U.S. Armoured Division less one Armoured Regiment<br>1 U.S. Infantry Division<br>9 U.S. Infantry Division<br>34 U.S. Infantry Division<br>Corps Franc d'Afrique (three battalions) |



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ENGINEER INSTRUCTION ISSUED IN CONNECTION WITH FIRST ARMY OPERATION INSTRUCTION NO 37 DATED 18 APR 43

PHASE ONE

1. Allotment of Army Units.

(a) Engineer Units.

| To | Unit | Remarks |
|---|---|---|
| 19 Corps | 230 A Fd Coy | For work on rd SILIANA 046-ROHAA 067, but liable to be moved at short notice for work in rear of 5 and 9 Corps. |
| 9 Corps | 579 A Fd Coy | For maintenance of rds and tracks area excl TALLY HO CORNER J.5217 excl GOUBELLAT J.62 - incl BOU ARADA J60 - incl EL AROUSSA J40. |
| 5 Corps | 229 A Fd Coy | For clearance of mines MEDJEZ EL BAB airfield J53 and for maintenance of rds and tracks area all incl OUED ZARFA J43 - MEDJEZ EL BAB - GOUBELLAT - TALLY HO CORNER - TESTOUR J42. |
| | Det 854 Quarrying Coy | Remains at SLOUGHIA, reverting later to comd CRE First Army Tps, together with the Pnr dets working with it. |
| | | 229, 579 A Fd Coys and det 854 Quarrying Coy will remain on these tasks reverting to Army control, coming under comd CRE 2 GHQ Tps, when the rds in these areas are taken over by Army. |
| MEDJERDA Area | First Army Tps RE | CRE act as CRE MEDJERDA Area till relieved by 18 CRE Works when he will revert to Army comd. |
| | 854 Quarrying Coy Less one sec & det | Remains at BULLA REGIA. |
| | 212 A Tps Coy | Until required to move forward. |
| | 542 F&M Coy | On arrival and until required to move forward. |
| | CRE 2 GHQ Tps RE<br>228 A Fd Coy<br>264 A Fd Coy less one sec<br>231 Corps Fd Pk Coy | Under direct operational control of First Army. 228 and 264 A Fd Coys continue on present duties until required forward. |
| SOUK AHRAS Area | 18 CRE Works | CRE acts as CRE SOUK AHRAS Area till the area is taken over by L of C when 18 CRE Works will be prepared to joint MEDJERDA Area. |
| | 103 A Tps Coy<br>714 Art Wks Coy | Until required to move forward. |



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803 Rd Constr Coy
[illegible] tr Coy
Quarrying Coy
One Sec 264 A Fd Coy — Re Bridging School, CLAIREFONTAINE.

(b) Other Units allotted for Engineer Work.

| To | 105 Corps Br Coy | Tipper Coys | Pnrs |
|---|---|---|---|
| 19 Corps. | | D Pl less one Sec 348 Tpr Coy | - |
| 9 Corps. | L Bailey Pl. | - | One Sec 141 Pnr Coy, 3 Airf Constr Gp. |
| 5 Corps. | H Bailey Pl. | Two Secs C Pl 348 Tpr. Coy | 79 Pnr Coy less two Secs. |
| 2 GHQ Tps RE | - | One Sec D Pl 348 TPR Coy | - |
| MEDJERDA Area | - | Remainder | 265 Pnr Coy. |
| SOUK AHRAS Area | - | C Pl and B Pl 214 Tpr Coy | 40 Pnr Coy 204 Pnr Coy |

NOTES: (i) Tippers

Remainder Tipper Coys (less those in L of C)

214 Tpr Coy — A Pl

348 Tpr Coy — Two Secs A Pl
B PL
C Pl less two secs.

CRE First Army Tps will supply tippers from this reserve to supplement those with Airf Constr Gps for airfield maintenance and to provide tpt to move mobile dets Airf Constr Gps to new forward airfields.

(ii) Bridging.

105 Corps Br Coy less H and I Pls and incl K Pl (empty Pontoon Pl) remain in Army reserve in present location (FERME FABRE H9622).

(iii) Pnrs.

Two Secs 79 Pnr Coy remain working with 'A' Force.

141 Pnr Coy less one Sec will be available for employment by 9 Corps if required.

(c) Airfields.

(i) Airfields Constr Gps will remain in present locations and be prepared to send mobile dets forward at short notice. Transport for these dets will be found from Tipper Pls under comd CRE First Army Tps and from lead carrying vehicles of 137 ME Coy.

Airfields probably involved are:-

MEDJEZ EL BAB
MATEUR (BEL AID) J6279
DJEDEIDA - NW J8360
DJEDEIDA - SE J8757

2. Engineer Stores.



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(a) Location

| Formation | Dump | Scale of bridging stored |
|---|---|---|
| 19 Corps | LES SALINES STATION 0 0767 | - |
| 9 Corps | Dump at J 4300 (HQ 258 Corps Fd Pk Coy at J4805) | 1 set Bailey, 1 set SBG. |
| 5 Corps | 215 Corps Fd Pk Coy OUED ZARGA | 3 sets Bailey, 3 sets SBG. |
| 2 Corps | - | - |
| 1 Army | 585 Army Fd Pk Coy SOUK EL ARBA | Army reserve of Bailey and SBG. |

(b) Replenishment other than for 2 Corps.

(i) Bridging.

Div Bridging echelons will normally refill at Corps dumps; 105 Corps Br Coy will refill from Army dump. Immediate reports of anticipated bridging operations will be sent through Engineer channels to HQ MAIN First Army stating estimate expenditure of equipment and where fords can be made in lieu.

All possible economy is required of bridging equipment and priority will be given to main roads, elsewhere crossings should be effected by rampings.

(ii) Operational Stores.

Demands for Engineer stores for operations will be made to HQ MAIN First Army and will be drawn or supplied from SOUK EL ARBA dump. K Pl 105 Corps Br Coy will be used to supply tpt for the move of these stores.

(iii) Stone.

CRE First Army Tps will provide stone from BULLA REGIA Quarries for Airf Constr Gps who will use their own tippers to collect.

(iv) Replenishment for 2 Corps.

2 Corps is being replenished by FBS, no copy of demands being required by First Army. Urgent demands which cannot be quickly met by FBS will be made on HQ MAIN First Army and be supplied from SOUK EL ARBA DUMP.

3. Mechanical Equipment.

(a) 137 ME Coy is deployed as follows:-

| Det | Location |
|---|---|
| 5 Corps)<br>9 Corps) | (a) Each Div 2 D4s and 1 D7.<br>(b) Corps basic allotment 1 D4 and 3 D7s. |
| HQ 137 ME Coy with det Workshops | J0915 |
| Mobile ME det | At J0915 consisting of approximately<br>6 D7 or D8<br>2 Blade Graders<br>1 Auto Patrol<br>4 Diesel Rollers |
| Dets ME Secs | Area SOUK EL KHEMIS, LE KEF and LE SERS for maintenance of airfields, relieving 3 and 14 Airf Constr Gps plant to enable the latter to be moved forward to new airfields when required. |



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Workshops : Administrative H6503.

(b) Demands for Mech Eqpt will be made to HQ MAIN First Army stating where the damaged equipment can be collected. New issues and replacements will be supplied by the ME mobile det. 137 ME Coy will be responsible for recovery.

PHASE TWO.

4. After Initial Advance.

(a) At a time recommended by CE Corps concerned, CRE 2 GHQ Tps will assume responsibility for engineer work immediately in rear of 5 and 9 Corps; when 229 and 579 A Fd Coys, one Sec C Pl 348 Tipper Coy and that part of 79 Pnr Coy working on general road maintenance in the area will come under his comd.

5. Engineer Reports.

Following engineer reports will be sent through Engineer channels to Hq MAIN First Army.

(a) Bridging. Immediate reports of expected bridging operations, the estimated expenditure of equipment, time required and time expected to complete.

(b) Minefields. Extent and nature of enemy minefields, how much has been lifted and how much left. Own minefields which have been lifted.

(c) SITREPS. Daily sitreps are required stating:-

(i) condition of roads;
(ii) extent of mine clearance, own and enemy.
(iii) state of bridging equipment held on the ground and on wheels and anticipated demands;
(iv) casualties to men and equipment; incl mechanical equipment and its location for recovery;
(v) anticipated demands for stores giving -
Order of priority
Time by which required
Degree of urgency

6. DRs.

DRs from First Army Tps, 585 Army Fd Pk Coy, 2 GHQ Tps, 3 and 14 Airf Constr Gps, 137 ME Coy and 105 Corps Br Coy will arrive CE First Army at MAIN HQ at 0930 and 1800 hrs daily. Other formations or units may make use of this service by sending despatches to CE HQ MAIN First Army for forwarding.

Brigadier,
Chief Engineer,
First Army.

DISTRIBUTION:-

| | Copy No. | | Copy No. |
|---|---|---|---|
| CE 2 Corps | 1-4 | BRE 18 Army Gp | 29 & 30 |
| 5 Corps | 5-10 | G(O) | 31 |
| 9 Corps | 11-16 | Q (Plans) | 33 |
| 19 Corps | 17 & 18 | Q | 34 |
| CRE First Army Tps | 19 & 20 | DCE | 35 |
| 2 GHQ Tps | 21 & 22 | ST | 36 |
| 3 Airf Constr Gp | 23 | ORD | 37 |
| 14 Airf Constr Gp | 24 | Labour | 38 |
| SOUK AHRAS Area | 25 | Spare | 39 - 47 |
| 585 Army Fd Pk Coy | 26 | File | 48 |
| 137 ME Coy | 27 | War Diary | 49 & 50 |
| 105 Corps Br Coy | 28 | | |

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TRIPOLI, 16th February, 1943.

Talk by Air Vice Marshal Sir A. Coningham, to assembled British and American General and Senior Officers at the end of the second day of the Army Exercise. C-in-C Middle East, C-in-C Home Forces, Chief of Staff to General Eisenhower, present.

---

1. On page 2 of his Notes on High Command in War and in the remarks he has just made, the Army Commander has stated more perfectly than I can hope to do the present position of Army-Air development in this operational area. But I should like to amplify what he has said because I attach such great importance to proper doctrine. Unless we do keep our doctrine right there will be continual trouble.

2. The doctrine that we have evolved by trial in war over a period of many months could, I think, be stated in its simplest form as follows:

> The Soldier commands the land forces, the Airman commands the air forces; both commanders work together and operate their respective forces in accordance with a combined Army-Air plan, the whole operations being directed by the Army Commander.

3. There are fundamental differences between the Army and the Air forces which should be recognized:

> The Army fights on a front that may be divided into sectors, such as a Brigade, Division, Corps or an Army front. The Air front is indivisible.
>
> An Army has one battle to fight, the land battle. The Air has two. It has first of all to beat the enemy air, so that it may go into the land battle against the enemy land forces with the maximum possible hitting power. We have not, as yet, secured sufficient superiority to finish the air-to-air battle off completely, but we have been pretty near it and we have been able to concentrate up to 80 or 90% of our hitting power on the enemy land forces.
>
> The fighter governs the front, and this fact forces the centralisation of air control into the hands of one air commander operating on that front. I think it is generally accepted that with adequate fighter superiority and bomber forces the air has a governing influence on what happens within reach on the ground or on the sea.
>
> And finally, there is no doubt that in this technical age it needs a life of study and specialising for a sailor, a soldier or an airman to learn his profession. He is never free from the problems of development, particularly in war, and I therefore cannot accept the possibility that any man, however competent, can do the work of the other services without proportionately neglecting his own. In plain language, no soldier is competent to operate the Air, just as no airman is competent to operate the Army.
>
> It is generally agreed that the fighting efficiency of a service is based upon leadership, training and equipment. The commander is personally responsible for the leadership and training, and no one who has not this power should operate the forces concerned. There is too great a tendency these days to think in terms of numbers and strengths, whereas the real battle forces are properly organised units.

4. You will notice that the Army Commander does not use the word "co-operation". I submit that we in Eighth Army are beyond the co-operation stage, and that work is so close that we are, in effect, one unit. I hope you won't mind if I suggest that co-operation often means the other fellow co-operating with you. We in the Air Force have cause to view the word with mixed feelings because in the past co-operation has meant the Air co-operating with the Navy or the Army. The difference in the Eighth Army is that there has been as much air co-operation by the Army as army co-operation by the Air, and the natural result is that we have now passed



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beyond that stage into a unit or team which automatically helps the other.

5. The use of the words "Air Power" describes the weapon we are trying to use. I should like to give you some examples of what has happened during recent months:

(i) The Battle of Egypt.

At the commencement of the battle I commanded approximately 900 aircraft for use in field operations, but behind that force was strategic air power co-ordinated from Cairo and even from England. During the days of hard fighting at El Alamein, bombers were sinking ships, attacking harbours and cutting supplies many thousands of miles away from the battle area. Even the Home based Bomber Command was attacking Northern Italy so as to stop the use of Genoa and interfere with reinforcements. This was unknown to the Army at the time, but when, after the battle was won and the advance was taking place through Cyrenaica, hundreds of lorries, tanks and guns were found abandoned through lack of fuel it became obvious how successful strategical bombing had been.

Ever since those days nearly four months ago the enemy has been suffering from shortage of supplies, and I hope he will never be free from such worries whilst he remains in Africa.

(ii) Air Support in Battle.

It often happens that an Army formation at the front sees a good target which, though reported, is not attacked. To take an instance: a front formation reports a concentration of 200 M.T. and accompanying arms. Its request for air attack is turned down. 15 or 20 miles away, however, there is a concentration of 2,000 or more, indicating an Armoured Division or even larger forces. This concentration, we know from experience, will probably affect the whole battle area perhaps 10, 18, 24 hours later. It is this concentration which is receiving all the weight of air attack, and that is why the comparatively little target on the front is ignored. The smaller formations of the Army must understand that penny packets of air are a luxury which can only be afforded at certain times, and that judgement on the question of targets is the result of agreement between the Army and Air Commanders, and in accordance with the Army Commander's broad directive on priority.

It is bad luck that the front line soldier cannot always see the main targets that are being attacked, but if he sees the sky full of his own aircraft he can rest assured they are not wasting their time. I think all forces in the Eighth Army, when they see the bombers going over, take it for granted that the Hun is being thrashed and that there is something more important than their own small front line target being dealt with.

(iii) At Marble Arch more than 1,000 mines and booby traps were moved by the Army within eight hours with a loss of ten lives. This is an example of air co-operation by the Army, and though the clearing of the landing ground was of mutual benefit to both services it was done unhesitatingly and was primarily an essential air requirement.

(iv) At Hamreit, the New Zealanders detailed 2,000 fighting men to pick stones and make a landing ground. On other occasions a whole Brigade has been detailed for this duty, and there has been no hesitation in postponing operations so as to be able to use fighting troops in this way.

(v) Sedada is a good example of the standard that we have reached. This point was almost midway to Tripoli from the fighter aerodromes South of Tamet, and on the Army axis of advance a possible landing ground site was selected before the attack began. The advance forces of the spearhead of the 7th Armoured Division took with them a landing ground party and one or two specialist personnel. They reached the area at dusk, and on breaking camp next morning threw off the aerodrome party, 18 to 24 prized Bofors, M.T. and the Ambulance Holding Unit. By nine o'clock word was received that a landing strip was ready. Two squadrons of fighters, escorting a transport plane with the necessary R.D.F. and immediate requirements, landed. They

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flew on their auxiliary tanks which were immediately dropped and they were then at readiness. Two other squadrons flew on a further 80 miles to within 40 miles of Tripoli, where they bombed and landed back at Sedada. By this time air transports were coming in with fuel, ammunition and personnel. The Ambulance Holding Unit had already received a number of the Army's casualties, and as the transport aircraft unloaded so the ambulance cases went on board and away without delay. By arrangements like these we have during the three months from the Battle of Egypt to the capture of Tripoli given air passage to 5,800 Army medical cases. You can imagine the effect on the morale of the Army when it is known that badly wounded cases, if trundled over the desert, very often die. By that evening the Bofors guns and M.T. which had been loaned, and the same aerodrome specialists had re-joined the Divisional advance forces 30 miles further on, and already the fighters were operating a further 70 miles beyond.

By the following morning two more landing grounds 40 miles ahead of Sedada had been sited and work commenced, and the whole fighter force was operating a further 80 miles than it had done the previous day. It was on this day that the Army Commander moved 100 miles forward with his Armoured Brigade, so you can judge the importance of this machinery of fighter advance in such highly mobile warfare. It was made possible by careful planning, preparation and complete mutual adjustment of work and resources between the Army and the Air forces concerned.

6. I have just recently been home and was rather distressed to find that the home doctrine of Army-Air operations is confused and the subject of considerable feeling. The main reason I think is obvious. Except for the cold shower of Dieppe the Army at home has had and is having no operations. It is not at war, and additionally has the difficult task of maintaining keenness on little else but constant training. The Air Force, on the other hand, has its Fighter Command, Bomber Command and Coastal Command involved in full war operations. The Army therefore, at a time when there are still not enough combat aircraft, wants as much as it can get for training purposes, whilst the Air Force needs its maximum forces for bombing Germany and attacking targets in France and has not had the aircraft to spare. The result is a mutual petulance which somehow clouds the issue and resolves itself into various items of political and service wrangling. We as a force - 8th Army and Western Desert - are more than interested in this sad state of affairs, because the views there held were transferred to Tunisia. The result you know. And now this Army which has done so well, and hoped more or less to catch the boat at Tripoli for a spot of leave at home, has the prospect in front of it of even heavier fighting than it has experienced in the past. The misuse of the Air in Tunisia has contributed to the present lack of success.

7. Incidentally we here still do not understand why some of the Army and Air officers concerned in the planning of "Torch" did not visit the Western Desert and learn at least some of the simple lessons which Eighth Army mastered over 12 months ago.

It may be that the word "desert" led people to think that we indulged in a special type of warfare which would be of no value elsewhere. I suggest this is entirely wrong, because the principles involved are constant, the application of those principles being the varying factor.

8. In conclusion, is it too much to suggest that we obey the rules of simple logic and take success in Army-Air development as reached in this theatre as a model on which further development can take place? The Army has little time to waste, for they have still only a tiny veteran force - Eighth Army. We in the air have already taken the measure of our enemy air oponents, and, to all intents and purposes, we have won our war. The potential air power that will thus be used against the enemy ground forces is unbelievably great but it must be used properly, and what better way as a beginning than in accordance with the doctrine the Army Commander and I have explained to you.

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EIGHTH ARMY

Some Notes on HIGH COMMAND IN WAR

5. Any officer who aspires to hold high command in war must understand clearly certain basic principles regarding the use of air power.

6. The greatest asset of air power is its flexibility, and this enables it to be switched quickly from one objective to another in the theatre of operations. So long as this is realised, then the whole weight of the available air power can be used in selected areas in turn; this concentrated use of the air striking force is a battle-winning factor of the first importance.

7. It follows that control of the available air power must be centralised, and command must be exercised through R.A.F. channels.

Nothing could be more fatal to successful results than to dissipate the air resources into small packets placed under command of army formation commanders, with each packet working on its own plan. The soldier must not expect, or wish, to exercise direct command over air striking forces.

8. The commander of an army in the field should have an Air H.Q. with him, which will have direct control, and command, of such squadrons as may be allotted for operations in support of his army.

Such air resources will be in support of his army, and not under his command.

But through this Air H.Q. the army commander can obtain the support of the whole air striking force in the theatre of operations, because of the flexibility of air power.

9. Once this flexibility is destroyed, or is negatived in any way, then the successful outcome of the battle becomes endangered.

And this will happen if the soldier attempts to exercise direct command over air striking forces. Such direct command, with resulting dispersion of air effort, is in fact, quite unnecessary; we have now evolved, and it exists in Eighth Army, a system which enables the Army to obtain the fullest air support whenever and wherever necessary.

All that is required is that the two staffs, army and air, should work together at the same H.Q. in complete harmony and with complete mutual understanding and confidence.



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ANNEX NO. 7

COPY

HEADQUARTERS,
18th Army Group.

8th May, 1943

Air Officer Commanding,
North African Tactical Air Force.

On behalf of the Allied armies composing 18th Army Group, I wish to express to you and your grand airmen our heartfelt gratitude and deep admiration for this magnificent and outstanding part you have played in this great victory. Without your support this triumph would just not have been possible.

(Signed) H. R. ALEXANDER.

General



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USAF Archives Branch
Maxwell AFB, Alabama
Jan-Jun 1944

27 June 1944

MEMORANDUM FOR MAJOR CECIL HOLLAND, Room 3C 120:

Subject: Query from Leonard Engel, INFANTRY JOURNAL.

1. Following query has been received from Mr. Engel in connection with interview today with Colonel McNichols:

> "To what extent are actual strafing and dive-bombing operations coordinated with movement of ground troops? In other words, are our troops able to advance while air action is in progress, or has the problem of accuracy and identification not yet been solved to that degree?"

2. Request that this query be forwarded Colonel McNicklex, and that answer if forthcoming be given the undersigned for transmittal to Mr. Engel.

WILLIAM C. HODAPP
Major, Air Corps
Air Forces Group

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MEMORANDUM FOR MAJOR HOLLAND:

Subject: Information for Mr. Engle.

1. Following is an answer to Mr. Engle's question:

Coordination and liaison of the highest degree exists between the fround forces and the Tactical Air Force. This is accomplished by the ground force keeping the air force informed of the position, movement and proposed movement at all times. This information is plotted on maps and then with a margin of safety a line ahead of this is marked off. This is called a "bomb line" and as changes occur this is transmitted down immediately to every unit. Air liaison officers from the ground forces with the fighter and bomber groups also keep them informed at all times.

Air action and ground action occur simultaneously at all times. The margin of safety between the front lines and the bomb line permits this.

There are times when a certain strong point right in front of one of our ground units may be knocked out by fighters with bombs or medium bombers (between the front line and the bomb line). In this case our friendly position is marked by signals or smoke.

M L. McNICKLE
Colonel, A.C.
Chief, European Branch



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AFAEP
MLM/mar/5834
27 June 44

MEMORANDUM FOR COLONEL WHITNEY:

Subject: Redeployment of Heavy Bombers

The following is an extract from a personal letter to General Kuter from Colonel Forrest G. Allen, which may have some unofficial interest to you:

"After visiting the strategic bomber boys in both U.K. and Italy, I am convinced more than ever that we should redeploy our units by wings. They are closely integrated, well organized teams that are accustomed to bombing together. To break them up into separate groups for purposes of redeployment will break up a number of highly organized, combat teams. The Air Divisions are of value only in U.K. and can be dissolved after we knock Germany out, but all heavy wings should be maintained as combat entities. In fact, I like the organization in Italy much better than the organization in U.K., where the Air Division performs a lot of functions accomplished by Italy Wing Headquarters. The Italy organization is flexible - very flexible when compared with the U.K. heavy bomber organization."

JOE L. LOUTZENHEISER
Colonel, GSC
Chief, Operational Plans Division

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AFAEP
MLM/mar/5834
27 June 1944

MEMORANDUM FOR AC/AS, OC&R

Subject: Medium Bombers

The following is an extract from a personal letter to General Auter from Colonel Forrest O. Allen which may have some unofficial interest to you:

"On the subject of Mediums, Benny Chidlaw hoped that we wouldn't underestimate the Medium Bomber for use in appropriate tasks. For certain jobs it is quick on the draw, better, more economical, and less effort than Heavies. Saville thought that the B-25 with rockets was much better than the 75 mm gun installation due to the saving in weight, increase in maneuverability, etc. Chidlaw expressed most fervent hopes that the Italy Mediums would be among the first to be equipped with the A-26, when it comes out. One group in particular he considered more expert in Medium Bomber tactics and technique than any other units in the AAF, and hoped that it would be given A-26s to develop methods, tactics, technique, that would be useful for the rest of medium bomber groups in the AAF."

JOE L. LOUTZENHEISER
Colonel, GSC
Chief, Operational Plans Division

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26 June 1944

MEMORANDUM FOR COLONEL L. M. GUYER:

Subject: 3rd American Army

1. The Headquarters 3rd American Army is due to move to the Continent on D plus 29. There may be some delay. They will deploy on the right flank of the 1st Army for operations in the Brittany Peninsula.

2. General Montgomery commands the 21st Army Group, which includes all American forces on the Continent. On D plus 60, it is planned to activate the 1st American Army Group under S.A.C. General Bradley will command, relinquishing command of the 1st Army to General Hodges. 1st A.A.G. will command American Forces on the continent.

B. GAYLORD
Colonel, A.C.



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REVISION OF AR 0-150

17 June 1944

**Note by European Section proposed for inclusion in comment by Operational Plans:**

1. It is noted that "PE" is shown as the abbreviation for both "pistol expert" and "port of embarkation".

2. Following are suggested additions to abbreviation list:

POE - port of embarkation (see para. 1 above)
POAE - port of air embarkation
AC/AS - Assistant Chief of Air Staff
RTU - Replacement Training Unit
AAF - Army Air Forces
CAS - or
C of AS -- Chief of Air Staff
OCR - Operations, Commitments, & Requirements
MMD - Materiel, Maintenance, & Distribution
VHF - Very High Frequency

3. Following are suggested changes in abbreviation list:

para instead of par - paragraph.

MARVIN L. McNICKLE
Colonel, A. C.
Chief, European Branch

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Capabilities of Troop Carriers and Heavy Bombardment Type Aircraft in Transporting Non-Specialized Troops.

AC/AS, Plans (Logistical Plans)

AC/AS, Plans (Operational Plans)



ACC/ff/6724

1. The following information is desired in connection with a current study for an airphibious operation with non-specialized troops and equipment.

a. The number of aircraft required of each of the following types, C-47, B-17, B-24, to transport one Infantry Division, less motorized equipment, with the exception of jeeps and trailers, within a 400 mile radius of action.

b. The amout of various calibers of ammunition, up to and including the 105 millimeter, that can be carried in each of the above type aircraft, (in days of fire).

c. The number of aircraft, of above mentioned type, that would be required to transport supplies and reinforcements for five Infantry Divisions and two Parachute Divisions, less motorized equipment, with the exception of jeeps and trailers.

d. The number of above mentioned aircraft that would be required to furnish supplies for two fighter groups on the basis that a B-24 and a B-17 can transport 2500 gallons of gasoline within a 400 mile radius.

JOE L. LOUTZENHISER
Colonel, G. S. C.
Chief, Operational Plans Division

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Information from General Baker

AC/AS, Training
AC/AS, OC&R IN TURN
AC/AS, Plans

wtn 10 June 44

1

GHG/mar/6724

1. Extract copies of inclosures to a letter from General Baker to General Arnold are attached herewith for your information as a matter of interest to your office.

2 Incls.
Incl 1. Re-equipment of LR Ftr Units
Incl 2. 15th AF Roundup Items

JOE L. LOUTZENHEISER
Colonel, GSC
Chief, Operational Plans Division

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#1.

RE-EQUIPMENT OF LONG-RANGE FIGHTER UNITS.

There has been no better chapter of our re-organization and re-equipment here than in the promptness and efficiency with which the Tactical Air Force Fighter Groups have been re-equipped with long-range fighters, transferred to the Strategic Air Force and initiated into combat accompanying our long-range bombers. Devers and I spent the afternoon visiting these fighter groups. We now have three P-38 Groups and their morale has been greatly raised by the recent influx of new P-38's which has brought them up to full strength, and by the fact that now, for the first, they have full pilot quotas. The 31st Group has finished its first month of operations with P-51's. It has come out that when they first changed over from Spitfires to P-51's there was much comment that they preferred the Spitfires. Now, after a month of flying P-51's, the Group Commander, the Engineering Officer and all the Squadron Commanders told me yesterday afternoon that the P-51 was the best airplane they had ever had and, in their opinion, the best airplane in the war. They confirmed the fact that they can lick any German fighter they meet anywhere they find him. They also praised the maintenance features of the P-51 saying it was far superior to the Spitfire in maintenance. They have high priase for the Packard Merlin both as to maintenance and as to reliability.

The second P-51 Group to be re-equipped is now just getting into the fight at about half strength. It will receive its full complement of P-51's within the next ten days. On its first mission with but sixteen P-51's it destroyed eight German fighters in the Munich area for the loss of two P-51's. This Group is most enthusiastic about the P-51.

Yesterday we transferred the 332nd, completely equipped with P-47's to the Strategic Air Force. These colored pilots have very high morale and are eager to get started on their new Strategic task accompanying long-range heavy bombers. I talked to General Strothers, their Wing Commander, today. He has watched them closely in their indoctrination phase and he feels, as I do, that they will give a good account of themselves.

Our long-range fighter program is, therefore, practically complete and with the present status of the German Air Force it will be ample to provide the protection our twenty-one Groups of heavy Bombers require.

Yesterday, for example, five of our Groups accompanied our heavy bombers in the very successful attack on the three remaining oil refineries at Ploesti. Devers and I were present at their interrogation. It was quite evident that all Groups made their rendezvous with the bombers at the appointed time. The 31st Group made their rendezvous on the minute 550 miles from their bases and the Group Commander told me that after they left the target and were coming out th

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the two Groups of P-38's came in exactly on time to relieve them and take over with the bombers and accompany them home.

I think we have done nothing better in this war than the working out in a thoroughly efficient manner of this technique of passing heavy bomber formations from group to group of fighters and, by this relay system, affording the bombers thorough and efficient protection on deep penetrations into enemy territory. All Groups yesterday afternoon reported a definite reluctance on the part of the German fighters to close. At each Group where we talked to the pilots and leaders who had just returned they said "We saw a few German fighters, but always diving away."



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HEADQUARTERS FIFTEENTH AIR FORCE
APO 520 U S ARMY

SUGGESTED ITEMS OF INFORMATION FOR INCLUSION IN THE "ROUNDUP"

Practice Bombing and Bombardier Training - A regular school for bombardiers is in full time operation by this Headquarters, giving special instruction and training to approximately twenty (20) potential leaders weekly. The Operations Analysis Section conducts an exhaustive research on bombing problems and errors, and offers suggestions for correcting faults discovered. Our Training Section and Operations Analysis have recently collaborated in publishing "Straight and Level", a weekly "dope sheet" on combat bombing results which is distributed to all echelons and is believed to have stimulated a healthy competitive spirit in this work of primary importance. Practice bombing ranges have now been made available to each Wing, and it is hoped to have two for each Wing in the near future. The high altitude precision bombing range at Pianosa Island has proved invaluable in analyzing the pattern bombing of large formations. This type of practice obviously is limited to non-operational days, but individual planes not being used in combat use it for testing and practicing on operational days. Pathfinder aircraft have also made good use of the Pianosa Range.

Pilot Training - It has been found that the problem differs considerably from the needs anticipated a year ago. Where sustained operations over a period of time prevent training from being carried on, the efficiency of both bombing and formation flying deteriorates. Every group must train constantly in order to attain and maintain any real degree of perfection. Formation flying on non-operational days is insisted upon in order to keep individual units up to par. This is done in connection with the above-described practice bombing.

Aerial Gunnery - This phase of training is receiving special attention at this time, with particular emphasis being put on flexible gunnery and the Position Firing theory. In addition to instruction in the principles of Position Firing, work is being pushed on the Poorman Trainer and the preparation of Moving Base ranges adapted to this system. Air-to-ground firing over layouts similarly adapted is being carried on regularly. Turret trainers are being constructed and distributed to all units as rapidly as possible, and satisfactory progress can be reported. A nucleus of specially trained officers and men has been provided, and steps have been taken to secure a flow of competent gunnery personnel for the promotion of this work throughout the field. Fixed gunnery training is at present limited to work in the units, plus the detachment of two selected fighter pilots monthly to attent the RAF training school at Ballah, Egypt.

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(Suggested Items of Information for Inclusion in the "Roundup", 19 May 44, cont'd)

Training Aids - A new sub-section now maintains our growing library of training films, supervises the placement and operation of Link trainers, bomb trainers and the like, and endeavors to secure and make available to units all approved synthetic devices and publications.

New Tactics - On 13 May 1944 a new method of attack was successfully tried out when the 301st Bombardment Group (H), lead by Azon aircraft, scored direct hits on the Avisio Viaduct. The attack was made by two attack units, lead by a total of four Azon-equipped aircraft which set up the range and deflection sightings for the entire formation (about 30 aircraft). Previous Azon attacks have been made by Azon aircraft alone, from altitudes between 15,000 and 18,000 feet, but this attack was made by Azon aircraft plus an entire Bombardment Group from a height of 22,600 feet. The bombing run was made on auto-pilot. It is believed that four direct hits and numerous damaging near misses were scored on the bridge, 70 feet of which collapsed, by the special Azon bombs and the 1,000-pound GP bombs carried by other aircraft.

Combat Communications - In order that escorting fighter formations can effect more efficient, highly coordinated attacks on enemy interceptors, provision has been made to have each Fighter Group use a private combat VHF frequency. Fighter Group leaders are now able to exercise close control over their formations, via radio, without interference from other units. Stand-by ships on a bomber-fighter frequency retransmit fighter control messages from the bombers. Similar private frequencies for bombers, so that bomber control may be facilitated, are under consideration.

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Mr MacCatherine/elv/amr/6035
2 June 1944

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AFMSC-1D

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By Authority of
The Commanding General
Army AirForces
2 June 44 ADJ
Date Initials

MEMORANDUM FOR ASSISTANT CHIEF OF STAFF, G-1:

Subject: AAF Combat Crew Personnel Battle Casualty Rates

1. The attached table entitled "AAF Combat Crew Personnel Battle Casualty Rates for European and Mediterranean Theaters", dated 2 June 1944, has been prepared in answer to your memorandum request dated 31 May 1944. Footnotes included in the table further qualify the material presented in the study.

2. Battle casualty figures used in the study are those reported on AAF Form 34 by each operational Bomber and Fighter group. It has not been possible to use the numbers of battle casualties reported by The Adjutant General since these reports did not distinguish between combat crew and ground personnel battle casualties prior to September 1943. Also, The Adjutant General reports battle casualties according to the Theater in which they occur, and not according to the Theater to which personnel are assigned. Thus, losses of North African crews over Germany would be reported by The Adjutant General as European Theater casualties. AAF Form 34 battle casualties for combat crew personnel appear reasonable, since they are consistently less than the total battle casualties reported by The Adjutant General and represent facts derived at the group or squadron level.

3. In the process of assembling basic data for the attached casualty study, the following pertinent information was developed and is furnished for your information:

a. For the 15-month period covered by the study, combat crew personnel assigned to operational groups averaged 6 per cent of the total AAF strength in each Theater.

b. Battle casualties suffered by combat crew personnel assigned to operational groups averaged 90 per cent and 82 per cent, of the total battle casualties for all personnel in the European and Mediterranean Theaters, respectively. For each case, these losses were sustained by only 6 per cent of the total AAF strength.

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Memo for AC/S, G-1 dtd 2 June 44 fr Ch Management Control

c. In ETO, 9 out of 10 initial combat crew battle casualties are complete losses (killed, missing or prisoner of war), and one out of 10 is wounded. Of those wounded, only 50 per cent return to duty. Thus, in the final analysis, 9-1/2 out of 10 combat crew battle casualties are complete losses.

d. In MTO, 8-1/2 out of 10 initial combat crew battle casualties are complete losses and 1-1/2 out of 10 are wounded. About 60 per cent of those wounded return to duty, making the final complete losses slightly in excess of 9 out of 10.

For the Commanding General, Army Air Forces:

BYRON E. GATES
Brigadier General, U. S. Army
Chief, Management Control

1 Incl
Table re Para 1, above

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AAF COMBAT CREW PERSONNEL BATTLE CASUALTY RATES FOR
EUROPEAN AND MEDITERRANEAN THEATERS

(1 January 1943 Through 31 March 1944)

EUROPEAN THEATER

| | Month | Mean Strength of Combat Crews With Operational Groups* | Combat Crew Battle Casualties** Total | Net | Average Monthly Combat Crew Battle Casualty Rates Total | Net |
|---|---|---|---|---|---|---|
| 1943 | Jan | 1,425 | 292 | 255 | 20.5% | 17.9% |
| | Feb | 1,541 | 314 | 285 | 20.4% | 18.5% |
| | Mar | 1,953 | 260 | 204 | 13.3% | 10.4% |
| | Apr | 2,460 | 337 | 336 | 13.7% | 13.3% |
| | May | 4,036 | 782 | 709 | 19.4% | 17.6% |
| | June | 5,686 | 838 | 785 | 14.7% | 13.8% |
| | July | 7,147 | 1,099 | 989 | 15.4% | 13.9% |
| | Aug | 8,252 | 1,122 | 1,049 | 13.6% | 12.7% |
| | Sept | 9,777 | 824 | 756 | 8.4% | 7.7% |
| | Oct | 11,226 | 1,799 | 1,689 | 16.0% | 15.0% |
| | Nov | 15,331 | 1,251 | 1,106 | 8.2% | 7.3% |
| | Dec | 20,161 | 1,813 | 1,617 | 9.0% | 8.0% |
| 1944 | Jan | 20,793 | 2,132 | 1,989 | 10.3% | 9.6% |
| | Feb | 21,178 | 2,972 | 2,842 | 14.0% | 13.4% |
| | Mar | 21,431 | 3,342 | 3,260 | 15.6% | 15.2% |
| Entire Period | | | 19,177 | 17,863 | 12.6% | 11.7% |

MEDITERRANEAN THEATER ***

| | | | | | | |
|---|---|---|---|---|---|---|
| 1943 | Jan | 2,466 | 254 | 197 | 10.3% | 8.0% |
| | Feb | 2,818 | 204 | 168 | 7.2% | 5.9% |
| | Mar | 3,674 | 164 | 132 | 4.5% | 3.6% |
| | Apr | 4,542 | 340 | 267 | 7.5% | 5.9% |
| | May | 5,371 | 242 | 168 | 4.5% | 3.1% |
| | June | 6,466 | 138 | 87 | 2.1% | 1.3% |
| | July | 7,838 | 661 | 554 | 8.4% | 7.0% |
| | Aug | 8,793 | 876 | 817 | 10.0% | 9.3% |
| | Sept | 7,495 | 294 | 253 | 3.9% | 3.4% |
| | Oct | 5,974 | 442 | 408 | 6.3% | 5.8% |
| | Nov | 7,444 | 376 | 348 | 5.1% | 4.7% |
| | Dec | 7,260 | 409 | 387 | 5.6% | 5.3% |
| 1944 | Jan | 8,126 | 671 | 620 | 8.3% | 7.7% |
| | Feb | 8,618 | 1,431 | 1,411 | 16.6% | 16.4% |
| | Mar | 10,952 | 903 | 884 | 8.2% | 8.0% |
| Entire Period | | | 7,408 | 6,701 | 7.5% | 6.8% |

* Includes personnel in Heavy, Medium, Light and Fighter combat crews with operational groups in theater who suffer combat casualties from contact with the enemy. About two-thirds of these personnel are continually available for combat duty, whereas the balance of one-third are sick, in rest areas, on leave, or otherwise not available for combat duty.

** Includes only battle casualties for combat crew personnel with operational groups. Non-Battle casualties for these personnel and battle and non-battle casualties for combat crew personnel assigned to non-operational groups, in pools, etc., have been excluded.

*** Includes activities for both North Africa and Africa-Middle East Theaters.

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AFAEP
AC/AS, Plans
ACC/ff/6724
wtn 2 June 44

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MEMORANDUM FOR THE COMMANDING GENERAL, AIR TRANSPORT COMMAND:

Subject: Policy of the War Department in Regard to Post-War International Civil Aviation

1. Attached hereto is a copy of The Memorandum of Record, with attached paper, from a recent conference between Secretary of State, Mr. Hull; Assistant Secretary of State, Mr. Berle; and General Arnold.

2. This is forwarded for your information and planning purposes.

For the Commanding General, Army Air Forces:

Incl
cy of The Memo. of Record,
with incl.

JOE L. LOUTZENHISER
Colonel, G. S. C.
Chief, Operational Plans Div.

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LETTER OF INSTRUCTIONS TO BRIG GENERAL CABELL, MILITARY AIR ADVISER TO U.S. REPRESENTATIVE ON THE EUROPEAN ADVISORY COMMISSION

1. You are hereby assigned as Military Air Adviser to the U.S. Representative on the European Advisory Commission. In this capacity, you will represent the War Department and advise the U.S. Representative on matters relating to military aviation along lines which are consistent with the views of the War Department and the Joint Chiefs of Staff as they are known or become known to you.

2. Direct communication with the War Department is authorized although the normal channels of communication on Commission matters will be used between the U.S. Representative and the State Department. Instructions through State Department channels which carry the concurrence of the War Department or the Joint Chiefs of Staff will so indicate.

3. The Commanding General, U.S. Army Air Forces, European Theater of Operations, will be requested to furnish such personnel and other assistance as you may require. Additional personnel of a type not available in the theater will be assigned as may from time to time be necessary.

4. It is anticipated that you will, in addition to your duties as Representative of the War Department, establish and maintain at all times communication and liaison with the Commanding General, U.S. Army Air Forces, European Theater of Operations.

5. The relationship of the Military Air Adviser to the Military Adviser in the performance of his duties hereunder will be as prescribed in the War Department Circular MIS No. 10, 11 March 1944, setting forth the relationship between Military Air Attaches and Military Attaches.

By direction of the Chief of Staff:

T. T. HANDY
Maj General U.S.A.
Asst Chief of Staff

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ADDRESS REPLY TO
COMMANDING GENERAL, ARMY AIR FORCES
WASHINGTON 25, D. C.

ATTENTION:

**HEADQUARTERS, ARMY AIR FORCES**
**WASHINGTON**

2 June 1944

MEMORANDUM FOR CHIEF OF AIR STAFF

Subject: Brigadier General Charles P. Cabell

G-1 (Col. Goodwin) was advised today that the Commanding General, Army Air Forces, had no objection to the assigning of Brigadier General Charles P. Cabell as additional War Department Representative to advise United States Representative on the European Advisory Commission on matters relating to Military Aviation.

J. M. BEVANS
Major General, U. S. Army
Asst. Chief of Air Staff, Personnel

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AFAEP
AC/AS, Plans
GHG/ff/6724
wtn 30 May 1944
rewtn 1 June 1944

CASE NO. 294

MEMORANDUM TO: MUNITIONS ASSIGNMENT COMMITTEE (AIR)
(Attention: Capt. G. L. Kibler)

Subject: Iranian Government Renews Request for Cargo Passenger Airplanes.

1. In your memorandum of 27 May 1944 you requested the recommendation of AC/AS, Plans, Operational Plans Division, for approval or denial of the Iranian request.

2. It is appreciated that, from the viewpoint of post-war economy and promotion of the American aviation industry, approval of such requests is desirable. Such matters, however, are not the primary interest of this division.

3. Approval of this request cannot be recommended on the grounds of military necessity. The availability of transport aircraft is still considered critical, despite the fact that the C-47 situation has eased somewhat.

4. Operational Plans Division, War Department General Staff, concurs in the view stated above.

JOE L. LOFTENHEISER
Colonel, G. S. C.
Chief, Operational Plans Div.

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MUNITIONS ASSIGNMENTS COMMITTEE CASE NO. 294

(AIR)

WASHINGTON

27 May 1944

MEMORANDUM TO: AC/AS, Plans - Operational Plans Division

SUBJECT: Iranian Government Renews Request for Cargo Passenger Airplanes.

1. On 18 Mar 43, the Iranian Army requested three Lockheed Electra transport airplanes to be purchased in the United States. The request had the approval of the Assistant Chief of Staff, Operations Division, General Staff, War Department, as indicated in SPILM 452.1 (6-11-43) dated 11 June 43, from the ASF, Liaison Branch, International Aid Division, to the CG, AAF, Attention: Col. H. R. Paige, International Section, M&D.

2. The case was presented to the Munitions Assignments Committee on 30 July 43, and it was stated Lockheed Electra airplanes were not available and C-78's were not suitable for service in Iran. The request was disapproved on 31 July 1943 by the Munitions Assignments Board.

3. On 20 May 44 a request was cabled to the War Department from the CG, Persian Gulf Command, Teheran, Iran, saying the Air Force of Iran wishes to procure five DC-3, Beechcraft or Lockheed Lodestars for general service.

4. This cablegram has been acknowledged by the Office of Materiel Division, Production Branch, AC/AS, M&D, International Section, and on account of the vital need for transport planes in this country no encouragement was given that the request might be considered favorably in Committee deliberation.

5. In order that this case may be presented to the Subcommittee on Aircraft Distribution as soon as possible, it will be appreciated if your office will confer with the War Department General Staff, Operational Plans Division, and afterwards let me have a recommendation for proposed action.

Godfrey L. Kibler

GODFREY L. KIBLER
Captain, AC
Secretary, Subcommittee
on Aircraft Distribution

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MEMORANDUM FOR COLONEL T. S. OLDS:

Subject: Comments on CCS/561.

1. Your office has asked AC/AS Plans for comment on CCS/561, particularly on line 2 of paragraph 4. AC/AS Plans gravely questions the inclusion of the phrase " or western" in line 2.

2. The following disadvantages of such a "western" operation are apparent from an air force point of view:

a. This "western area" particularly the southern part where such landings would serve the best purpose are out of range of the tactical aircraft of the Ninth and Twelfth Air Forces from the United Kingdom and Italy. They are also out of range of the Strategic aircraft of the Fifteenth Air Force from Italy, which is under the emergency control of General Wilson. This would require that the heavy bombers of the Eighth Air Force based in the United Kingdom be used as a Tactical Air Force, in support of such an operation.

b. The heavy bombers of the Strategic Eighth Air Force are required during this period, first in support of OVERLORD and second for prosecution of CBO and definitely should not be used for a tertiary priority.

3. Other reasons, non-air force, are apparent. The obvious logistical problems of moving a large force from the north or west coast of Africa (Algiers or Casablanca) into the Bay of Biscay area:

a. The lack of landing craft available in the Mediterranean area.

b. The concentrated submarine menace in the Bay of Biscay.

c. This "western" area is not within the boundaries nor the capabilities of General Wilson's command and if western landings are made, these should not be a function of Wilson's army or supporting air force.



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4. The fundamental idea of a supporting operation as previously considered in ANVIL, certainly is a good one. This operation as stated in Medcos 100 should "include a positive threat to southern France during the critical OVERLORD period." Paragraph 3 of Medcos 100 on "air action to support the threat to southern France" has been previously agreed to and this agreement is reiterated.

5. In the conference between General Wilson and General Eisenhower the air plan for a proposed operation must be carefully considered and alternative air plans should be prepared depending upon the success of DIADEM or the withdrawal of the Germans to a defensive line further north.

JOE L. LOUTZENHEISER
Colonel, G.S.C.
Chief, Operational Plans Division.



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31 May 1944

MEMORANDUM FOR COLONEL LOUTZENHEISER:

Subject: Brief of "Report on Survey of Aircrew Personnel in the Eighth, Ninth, Twelfth, and Fifteenth Air Forces"

1. The subject report was prepared by Lt Colonel John C. Flanagan of the Psychological Branch, Research Division, of the Office of the Air Surgeon, Headquarters AAF, after visiting the ETO and MTO Air Forces between 22 November 1943 and 7 March 1944. This report should be read by all Air Force officers who are engaged in the selection, classification and training of aircrew personnel.

2. Section III of this report on "Morale and the Effective Use of Aircrew Personnel in Combat Theaters" contains the following observations and conclusions worthy of note:

Attrition Rate and Morale

Bombardment operations, in which the attrition rate approximates 5% for each mission, represent the most hazardous military operations conducted over a sustained period. In the face of this, it is encouraging to find morale in these groups generally high and very little actual breakdown of personnel. As in all wars glory, medals, and other rewards play some part in keeping the men going, however, such "glamour" is not the source of a large amount of motivation.

Group Leadership; Character; Temperament

The most important factors in keeping these men flying and fighting are the leadership of the group and the character and temperament of the individual. A strong Group Commander and a strong Flight Surgeon can keep the morale and efficiency at a high level, can develop group attitudes and by a wise use of rest and recreational facilities prevent anxiety cases almost entirely. The primary motivating force is that individuals are members of a group in which flying and fighting is the only accepted way of behaving. Group attitudes are not established by directives but must be assured by selecting strong leaders for the command and staff positions. A person of good character is one who identifies himself as a member of a group and accepts the general attitude and responsibilities of group members. He is a team player rather than an individualist. The principal aspect of temperament is the extent to

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which the individual has a fundamental predisposition to develop anxiety when under stress. The proportion of men "breaking down" to the point that they had to be removed from flying status in these theaters was very small.

Administrative Procedures

The Group Commanders and Flight Surgeons have found certain administrative procedures to be effective in handling individuals.

a. Watch for fatigue.
b. Improve group attitude.
c. Obtain strongest leadership.
d. Analyze the anxiety.
e. Shift positions or duties.

Factors Detrimental to Morale

Most important is a lack of confidence in the American public, the government, and higher headquarters. Doubts arise concerning the quality of Congressional leadership, the genuine sacrifices at home to further the war effort and the political bickerings of the American people. The general attitude in the groups was to accept the task given them, but a feeling that higher headquarters should provide them with the equipment, supplies and personnel necessary to do their jobs. Each group thought its particular type airplane was the best in the world for the work they were doing, although there was a preference for B-17's rather than B-24's, and B-25's rather than B-26's.

The major complaint against higher headquarters centered around personnel: the replacements were not adequately trained; thousands of trained pilots were reported to be sitting around in the U.S. without undergoing combat training; the combat knowledge of many men who had completed their tours and had been returned to the States was not being being adequately used.

Present Administrative Policies on the Care and Use of Aircrew Personnel

There was no definite policy in either MTO or ETO with regard to the number of missions to be flown in any definite month by a particular aircrew member. The ideal number for heavy bombardment groups in the Eighth Air Force is considered to be between six and eight, and for medium bombardment or fighter groups between ten and fifteen per month. The policy on medal awards differed greatly among the various Air Forces. Routine or automatic awards did not seem to be serving their purpose; in one wing of the Twelfth Air Force, a new policy was set up in which all participating aircrew members of bombing units doing exceptionally good bombing on any mission would be awarded, (100% of the bombs dropped





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had to be in the general area of the target and 80% within 200 yards of the targets). There should be some definite uniform policy as to rest periods, number of missions per month, and awards.

Disposition of Breakdown Cases

General procedure is to refer such cases to the Central Medical Board in the Eighth Air Force and the Medical Disposition Board in the Twelfth Air Force. The categories used in diagnosing cases in these theaters differed somewhat. These included disqualifying physical defects, psychoses unrelated to combat and pre-dating military service, operational fatigue due to continued stress, and finally lack of moral fiber. A clear uniform policy on diagnoses and dispositions should be followed in all units and all theaters. In the Eighth Air Force, approximately 4% of the aircrew officers and enlisted men were removed from flying status before completing their tour of duty; and 2½ per cent were sent to the Central Medical Board. The situation can be improved by modifications in the selection and classification techniques, by eliminating Inferior Group and Squadron Commanders, and by improved understanding and treatment of the problems involved.

Length of Combat Tour

One of the primary sources of motivation was the desire to complete the combat tour and return to the Zone of the Interior. In the Eighth and Ninth Air Forces, the normal tour of duty for heavy bombers was between 25 and 30 missions; the medium bombers - 50 missions; and in fighter groups 200 hours of combat operations. After completing their missions, 75% of the personnel were sent home immediately and 25% retained in the theater. In the Fifteenth Air Force, the normal number of missions was fifty, however credit for two missions was given for each mission north of the Alps. In the Twelfth Air Force, a system of "check points" was established; for medium bombardment, B-26, this was 45 sorties, medium bombardment, B-25, light bombardment, long range fighter escort, photo reconnaissance, this was 50 sorties; for fighter-bomber, fighter ground support, and fighter dive bombing, this was 65 sorties; and for fighter patrol and short range fighter escort, this was 100 sorties. The U.S. Navy policy has varied from twelve months' duty in Alaska or eighteen months duty in the South Pacific, to fifteen months' duty for Marine pilots. The Navy Surgeons are suggesting the following approach to the problem of rotation of personnel: (a) three weeks in frontline combat followed by (b) a week to ten days in a quiet rest or recreational camp within the general geographical area, (c) thirty days with light operational training in the quiet area; and (d) returned to combat assignment. Available data from the Navy indicate that the percent of the originally assigned personnel lost to units in the past eighteen months has not been as great as that lost in 25 heavy bombardment missions of the Eighth Air Force. The RAF attrition rates are similar to the Eighth Air Force; the maximum number of night sorties for heavy bombardment crews is set at 30, but may be terminated after 20



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sorties; the man is not told in advance when he is to be taken off. For fighter pilots in the RAF, the total is 200 operational hours or 50 fighter sweeps. In the Eighth Air Force individuals were permitted to volunteer for additional missions but in most groups there was not much volunteering. The greatest efficiency in combat units would be obtained by having a definite tour of duty fixed at the time the man joined the unit, this could be varied as attrition rates and other conditions changed, but changes should not be retroactive.

Redistribution of Aircrew Personnel

Intense aerial warfare has made it necessary for men to be taken off operational flying and given non-operational work for a substantial period of time. In redistributing these men, effective use should be made of their valuable combat experience and training. Too often these men are returned to the zone of the theater and are given non-essential jobs which result in a feeling of frustration and futility. However, the abler officers in operational units recognize the inadequacies and weaknesses of many of the personnel returning from the combat theaters, because most of these have been only with one group, under one particular procedure, and lack the broad point of view. A careful analysis of the abilities, potentialities, and operational experience of returned aircrew men should be made by the air forces.

RECOMMENDATIONS:

1. Establishment of a simple uniform policy for the diagnosis and disposition of breakdown cases and aircrew personnel.

2. Establishment of a definite uniform policy on length of combat tour and rotation of personnel.

3. Study by psychological research personnel of the problem of determining the type of duty in which the returning aircrew personnel with combat experience can make the most effective contribution to the general war effort.

EARL W. THOMSON
Colonel, GSC
Chief, European Branch
Operational Plans Division



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AFAEP
EWT/mc/72538
31 May 1944

MEMORANDUM TO GENERAL ARNOLD:

Subject: Air Defenses of Iceland

1. The 33rd Fighter Squadron (Single Engine) is the only remaining squadron in Iceland. This formerly was equipped with 33 P-40's, which are still in Iceland, but now has 30 P-47's. Eight additional P-47's are in the United Kingdom awaiting ferrying crews to transfer them to Iceland.

2. Additional aircraft in Iceland consist of one B-18, one L4l, two PT-17's, two AT-23's, one C-47, one UC-45, and three UC-64's.

3. This data was obtained from the latest information available at Allocations Branch, OC&R.

L. S. KUTER
Major General, U.S.A.
Assistant Chief of Air Staff, Plans

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Flak Intelligence from Air Photographs

Special Assistant for Antiaircraft

AC/AS, Plans, European Branch

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EWT/s/ar72538

Secret photographic report on above subject is transmitted for your information or whatever use you desire to make of it. This was sent to Colonel Thomsón by the Antiaircraft officer of the 8th Air Force. This report came from British sources but whether from MI-15, War Office or from ADIPh, Medmenham is unknown.

1 Incl.
Photographs

JOE L. LOUTZENHEISER
Colonel, GSC
Chief, Operational Plans Division

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AFHQ
GHG/ca/0724
20 May 1944

MEMORANDUM FOR GENERAL HALL:

Subject: Trip to Mediterranean and European Theatres.

1. Attached are lists of senior officers whom you may wish to visit during your coming trip. Organizational charts for the Mediterranean Allied Air Force, Twelfth Air Force, and Fifteenth Air Force are also attached for your information. The charts for the Twelfth and Fifteenth Air Forces show the commanders and locations of the units.

2. It is understood that it is not your purpose to conduct discussions or inspections with a view toward settling matters now pending between the theatres and Washington. It is believed, however, that you may wish to discuss some of the following listed matters with officers on whom you will call. This is by no means a comprehensive list, but is more in the nature of suggested topics for conversation.

a. Clean-up in North Africa.

To provide third and fourth echelon maintenance for the Air Transport Command in North Africa after all other units have been moved to Italy, it is intended that ATC manning tables in that theatre will be expanded to provide the necessary personnel within the bulk allottment in the ATC Troop Basis. Until this plan is approved and implemented sufficient service units will be retained in Africa to meet ATC needs.

b. Allied Air Aid to Resistance Groups.

With the island of VIS in Allied-Partisan hands and the rest of the Dalmatian coast held by the Germans, it is still impossible to supply Yugoslavian Partisans by surface transportation. General Maker has temporarily assigned a troop carrier group in southern Italy to special operations in the Balkans. OSS and SOE operate under a special operations section of G-3, AFHQ. Aircraft carrying supplies to resistance groups operate under MAAF. The U.S. contribution to special operations by air in the Balkans now approximately equals that of the British.

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c. Axon Bombs

Axon bombs were recently credited with cutting a Brenner Pass viaduct. The use of these bombs has been limited by the number available. Nevertheless, opinions of theatre presonnel as to their utility wou d be of interest.

d. Morale in AAF units.

e. Comparisons of Comparable Aircraft Types.

The relative degrees of success of various aircraft types in the opinion of combat personnel and operations staff personnel would be interesting for comparison with statistical analyses of operations of different aircraft types in the several theatres of operations.

f. Cooperation Between Ground and Air Forces.

A highly developed spirit of friendly cooperation between ground and air commanders in the Mediterranean has been indicated in numerous communications from the theater. It would be interesting to know if the situation is as good in the United Kingdom, with both ground and air commanders of all echelons, cognizant of one another's capabilities and limitations in an effort to fight the war together in tead of separately or among themselves.

5 Incls
Incl 1. List of Officers in U.K.
Incl 2. List of Officers in Med.
Incl 3. Org. Chart for MAAF.
Incl 4. " " " 12th A.F.
Incl 5. " " " 15th A.F.

JOE L. LOUTZENHEISER
Colonel, G. S. C.
Chief, Operational Plans Division

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MEDITERRANEAN AND MIDDLE EAST

| | |
|---|---|
| DAKAR | No information |
| CASABLANCA | Brig. Gen. Vincent J. Meloy<br>CO, North African Wing, NTC. |
| FEZ, MOROCCO | No information |
| GIBRALTAR | Air Vice Marshal W. Elliot, CB, CBE, DFC, psa, - Air Officer Commanding<br>Group Captain S. Shaw, DFC - SASO<br>Wing Commander J. S. Stevenson, OBE - SAO. |
| ORAN | Lt. Col. Wm. B. Shelton, Air Service Command, CO of field.<br>Captain George C. French, Air Transport Command, Station #11. |
| ALGIERS | Brig. Gen. W.M. Morris,<br>CG, XII Fighter Command,<br>Standard Oil Building.<br>Air Vice Marshal Sir Hugh P. Lloyd,<br>AOC, Med. Allied Coastal Air Forces<br>Standard Oil Building.<br>Air Commodore Pankhurst,<br>MAAF, Plans,<br>Shell Building.<br>Col. Wm. Dowyer, Air Service Command<br>CO, Field.<br>Capt. T. H. Green, Air Transport Command<br>Station #4<br><br>NATOUSA Rear |
| CORSICA | Brig. Gen. H.J. Knapp<br>57th Bomb Wing<br>Chisonaccio<br><br>Brig.Gen. L.C. Craigie<br>63rd Fighter Wing<br>Bastia<br><br>Col. T. U. Darcy<br>87th Fighter Wing<br>Bastia |
| SARDINIA | Brig. Gen. H.M. Webster<br>42nd Bomb Wing<br>Elmas Field, Cagliari |
| TUNIS | Col. Floyd Evans<br>Air Transport Command<br>CO, Station #16 |

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| | | |
|---|---|---|
| SICILY | Col. Manning<br>51st Troop Carrier Wing<br>Catania | Lt. Col. Cole<br>34th Air Depot Group<br>Palermo |
| MALTA | Brig. Gen. H.A. Barton<br>CG, AAF Service Command, MTO<br>Brig. Gen. A. Thomas<br>CG, XII Air Force Service Command<br>Col. Israel<br>CO, 62nd Fighter Wing | |
| FOGGIA | Maj. Gen. J.K. Cannon<br>CG, XII Air Force<br>(also CG, NATAF at Caserta) | |
| BARI | Maj.Gen. N.F. Twining<br>CG, XV Air Force | |
| CASERTA | Lt. Gen. Ira C. Eaker<br>Air CINC NAAF<br>CG, AAF/MTO<br>Maj. Gen. I.H. Edwards<br>Dep. CG, AAF/MTO | Maj. Gen. Chas. C. Chauncey<br>US Chief of Staff, NAAF<br>Brig. Gen. Ralph Pulsifer<br>AG, AAF/MTO<br>Brig. Gen. C.P. Saville<br>CG, XII Tactical Air Command |
| CAIRO | Brig. Gen. Benjamin F. Giles<br>CG, USAFIME<br>Brig. Gen. Percy L. Sadler<br>Deputy | |
| TEHERAN | Maj. Gen. Donald H. Connally<br>CG, Persian Gulf Command | |
| ABADAN | Lt. Col. C.B. Davis,<br>Air Service Command,<br>CO, Field | Lt. Marvin Josephson<br>Air Transport Command<br>Station #3 |
| LEBANON | No information | |
| LEVANT | No information | |
| AZORES | Brig. Gen. A.D. Smith<br>Lagens Field, Terciera<br>CG of USAF Azores & Station #15, NATOUSA | |



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UNITED KINGDOM

Supreme Allied Commander
General Dwight D. Eisenhower
Air Chief Marshall Tedder, Deputy
Bushey Park, Teddington

Allied Expeditionary Air Forces
Air Chief Marshal Leigh-Mallory
Maj. Gen. Hoyt S. Vandenberg, Deputy
Kestrel Grove, Hive Road, Stanmore, Middlesex.

R.A.F. Headquarters
Marshal of the R.A.F. - Sir Charles Portal
Air Ministry, Whitehall

R.A.F. Bomber Command
Air Chief Marshal Harris
High Wycombe

2nd. Tactical Air Force
Air Marshal Sir Arthur Conningham
Uxbridge

Hq. USSTAF
Lt. Gen. Spaatz
Bushey Park, Teddington, Middlesex

Hq. Air Service Command USSTAF
Maj. Gen. Knerr
Bushey Park, Teddington, Middlesex

Hq. 8th Air Force
Lt. Gen. Doolittle
High Wycombe, Bucks.

1st. Bomb Division
Brig. Gen. F.B. Williams
Brompton Grange, Hunts

2nd. Bomb Division
Brig. Gen. J. P. Hodges
Ketteringham Hall, Norfolk

3rd. Bomb Division
Maj. Gen. C. E. LeMay
Elveden Hall, Thetford, Norfolk

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Hq. VIII Fighter Command
Maj. Gen. Wm. Y. Kepner
Bushey Hall, Herts

65th Fighter Wing
Brig. Gen. J. Auton
Saffron Walden, Essex

66th Fighter Wing
Brig. Gen. M.C. Woodbury
Sawston Village, Cambridge

67th Fighter Wing
Brig. Gen. W.W. Anderson
Walcot Hall, Northants

VIII A. F. Composite Command
Brig. Gen. E. W. Hill
Cheldington, Herts

Hq. VIII A.F. Service Command
Brig. Gen. Goodrich
Milton Ernest, Beds.

IX Air Force
Lt. Gen. Lewis H. Brereton
Sunninghill, Berks

Advance Hq. IX Air Force
Uxbridge, Middlesex

IX Bomber Command
Brig. Gen. Samuel E. Anderson
Marks Hall, Earls Colne, Essex

IX Air Support Command
Maj. Gen. Elwood R. Quisada
Middle Wallop, Hants

IX Fighter Command
Maj.Gen.Elwood R. Quisada
Middle Wallop, Hants

XIX Tactial Air Command
Brig. Gen. Otto P. Weyland
Aldermaston Court, Berks

Advance Hq. XIX Air Support Command
Biggin Hill, Kent

IX Troop Carrier Command
Brig. Gen. P. L. Williams
St. Vincents, Grantham, Lincs

IX Air Force Service Command
Brig. Gen. Myron E. Wood
Sunninghill, Berks.

IX Engineer Command
Brig. Gen. James B. Newman
Bray Court, Berks

IX Air Defense Command
Brig. Gen. Wm. L. Richardson
St. Johns Wood, London

Iceland Base Command
Brig. Gen. Courtellot

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AFAEP
BJG/rkc/mar/72538
wtn 29 May 44
rwtn 29 May 44

MEMORANDUM FOR THE CHIEF OF THE AIR STAFF:

Subject: Visit to Washington of Parliamentary Secretary of the Ministry of Economic Warfare

1. Through State Department sources it has been determined that Mr. Dingle M. Foot, Parliamentary Secretary of the Ministry of Economic Warfare, London, is expected to arrive in Washington this week for a ten day visit. The Parliamentary Secretary is equivalent to permanent Under-Secretary. Mr. Foot is held in high regard by the State Department.

2. Mr. Foot is well qualified to present the current trend of opinion of the British government on relations towards neutrals, particularly Sweden, target objectives and economic warfare.

3. The Commanding General, the Chief of the Air Staff, AC/AS, Plans, Chief Operational Plans, and AC/AS, Intelligence, and General Fairchild may all find it informative to talk with Mr. Foot.

4. An invitation to call on the Army Air Forces may be extended either through AVM Welch or the British Embassy. It is understood that Mr. Foot would welcome such an opportunity and it is suggested that an invitation should be extended.

L. S. KUTER
Major General, U. S. A.
Asst Chief of Air Staff, Plans



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Coke Ovens, as Bombing Targets.

Office of AC/AS, Plans
Committee of Operational Analysts - IN TURN.
Office of AC/AS, Intelligence

26 May 1944
1
WMB:ehk:72789

1. The inclosed booklet on "Coke Ovens" has been referred to this office for review in connection with the assignment of target priorities. A statement to the effect that it containes nothing new or not previously considered by this office is attached to the booklet.

2. Request that the booklet be reviewed as a matter of record and a statemtn made as to whether or not it contains new information, information not previously considered and whether or not further review of the subject of coke ovens as a target system is considered necessary.

3. It is further requested that such statement be incorporated within the inclosed booklet.

W. M. BURGESS
Colonel, GSC
Operational Deputy
Office of AC/AS, Intelligence

1 Incl:
Bookelt - "Wilputte
Coke Owens.

TO: Committee Of Operations Analysts
(Col. Ferrera)
FROM: AC/AS, Plans

DATE

COMMENT NO. 2
GHG/ff/6724

This office has no information or opinion which would indicate a necessity for further review of the subject.

JOE L. LOUTZENHISER
Colonel, G. S. C.
Chief, Operational Plans Div.

1 Incl:
n/c/

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Travel Control into England.

Management Control, thru:
AC/AS, Intelligence.
AC/AS, Plans.

5/26/44
1
RWT/jw/5334

It is requested that your office disseminate to the interested agencies of the Army Air Forces the information contained in JCS Memorandum for information, No. 232, dated 10 May 1944.

Incl.
DF 19 May 44
w/incl. (with orig. only)

JOE L. LOUTZENHEISER
Colonel, G.S.C.
Chief, Operational Plans Div.

[redacted]

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HEADQUARTERS ARMY AIR [illegible]CES

*ROUTING SLIP*

DATE 24 May 41

TO:

| OFFICE OR SYMBOL | BUILDING |
|---|---|
| AC/AS, Plans | |
| ATTENTION: Colonel Gaylord | ROOM 2E-132 |

FOR:

| | | | | | |
|---|---|---|---|---|---|
| | COORDINATION | | INVESTIGATION | | NEC. ACTION |
| XXX | INFORMATION | | RECOMMENDATION | | SIGNATURE |
| XXX | FILE | | CONFERENCE | | |

REMARKS:

FROM:

| NAME | OFFICE OR SYMBOL |
|---|---|
| Colonel W. M. Burgess, GSC | AFABI-Q |
| PHONE 72788 / BUILDING | ROOM 3E-153 |

3-218, AF

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[redacted]

By Authority of
The Commanding General
Army Air Forces
24 Nov '44 [redacted]
Date Initials

AFABI-O
WMB:mcm 72788
24 May 1944

MEMORANDUM FOR THE ASSISTANT CHIEF OF STAFF, G-2:

SUBJECT: Mission Organized in MID for the Collection of Scientific Intelligence

1. Memorandum for the Chief of Staff, setting up mission for collection of information on the enemy's secret scientific developments, has been noted by General Arnold.

2. It is understood that this mission in no way duplicates plans of the Army Air Forces for gaining information of German tehhnical air developments. Information resulting from the AAF plan will be made available for use of the subject mission if desired.

For the Commanding General, Army Air Forces:

[redacted]

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In reply refer to:
MID 904 (8-11-44)

BY AUTHORITY OF A.C. OF S., G-2
Date _____ ( _____)

11 May 1944.

MEMORANDUM FOR THE CHIEF OF STAFF:

Subject: Mission Organized in MID for the Collection of Scientific Intelligence.

1. a. The Chief of Staff has approved the organization of a mission in the Military Intelligence Division for the purpose of collecting intelligence of the enemy's secret scientific developments.

b. This memorandum announces procedure which has been established to govern the mission.

2. Advisory Committee. In the conduct of this mission, A.C. of S., G-2, War Department, is assisted by the Office of Scientific Research and Development, by the Army Service Forces, and by the Director of Naval Intelligence. Representatives of the following constitute an informal advisory committee:

Director, Naval Intelligence
Director, OSRD
Commanding General, ASF
A. C. of S., G-2.

3. a. More detailed objectives of the mission will be assigned in an intelligence plan furnished the mission by A. C. of S., G-2, after conferring with the Advisory Committee.

b. Agencies desiring that the mission procure special information should furnish a statement of desired information to A. C. of S., G-2, through any member of the Advisory Committee.

4. The mission will proceed to various theaters at times to be determined by A. C. of S., G-2, with the advice and assistance of the Advisory Committee. The mission will follow the advance of Allied Forces into occupied territory, remaining the necessary time after the enemy's defeat and making necessary visits and contacts in order to collect intelligence of the enemy's scientific developments.

5. Organization. The mission will be headed by a military and administrative chief, assisted by a scientific chief.

It will consist of two groups:

a. A military and administrative group, consisting of the Chief of Mission (Lt. Colonel), one administrative assistant (Major), and three interpreters (two Captains and one Lieutenant).

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b. A scientific group, consisting of the scientific chief (civilian scientist), plus such additional military and civilian scientists as are attached to the mission with G-2 concurrence by the Director, OSRD, the Commanding General, Army Service Forces, and the Director of Naval Intelligence. It is contemplated that the scientific chief will serve continuously with the mission. Every other scientist is to be attached for a specified duration and purpose (whether for general duty in a thezter or for more specific assignment). The attachment of scientists may be proposed by the scientific chief or by any of the three agencies who attach the scientists.

6. Responsibilities.

a. Chief of Mission.

(1) The chief of mission will represent A. C. of S., G-2, War Department, in dealing with theater commanders and their agencies on business of the mission. He will transmit to A. C. of S., G-2, the plans and recommendations of the scientific chief, adding his own comments and recommendations. He will be responsible to make the necessary administrative and operational arrangements to execute the approved intelligence plan (see b, below) as far as is practicable. Subject to restrictions imposed by the military situation, limitation of facilities, and wishes of the theater commanders, his arrangements for execution of the plan will be in accordance with the scientific chief's recommendations as to time, place, and purpose of successive steps. He will arrange for communications facilities so that the scientific chief may secure reports from members of the scientific group. He will not be responsible for determining the type of information sought, the selection of places and persons from whom information should be obtained, the designation of scientific members to perform tasks, or other similar matters. He will be responsible that provisions of Army Regulation 380-5 are complied with, and will determine the classification of reports forwarded to A. C. of S., G-2.

(2) With the help of the scientific chief, the chief of mission will give theater commanders and their agencies any desired assistance within the capabilities of the mission. For this purpose, members of the scientific group will be encouraged to deal directly with various agencies in the theater, on request, with the knowledge of the scientific chief and chief of mission.

b. Scientific Chief.

(1) Before the mission proceeds to a theater, the scientific chief will submit to A. C. of S., G-2, through the mission chief, the draft of an intelligence plan, including the following features: general definition of information to be sought, regional outline of most important objectives for investigation or interview (laboratories, institutions, individuals, with statement of principal types of information expected, etc.), nature of reports desired, and other features he may wish to include.



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The mission chief will add administrative and operational features, and comment on the practicability of the plan from the administrative and operational standpoint. A. C. of S., G-2, will refer the plan to the Advisory Committee for recommendation.

(2) When necessary, minor changes in the intelligence plan may be made by the chief of the mission to meet unforeseen situations or upon the recommendation of the chief of the scientific group. Any proposal for major departure from the plan will be cleared with A. C. of S., G-2, War Department.

(3) The scientific chief will determine the assignments of personnel attached to the scientific group, and will be responsible for their indoctrination. He will approve and sign all scientific intelligence reports of the mission, giving his evaluation, and will turn them over to the military chief for transmission to A. C. of S., G-2, by indorsement or covering letter.

7. Personnel. The personnel of the military and administrative group will be furnished by A. C. of S., G-2. The scientific chief will be furnished by the Director, OSRD. Civilian scientists will be furnished by the Director, OSRD, military scientists from military agencies as arranged by the Commanding General, Army Service Forces, and naval scientists from naval agencies as arranged by the Director of Naval Intelligence (see 5 b, above). Special agents, investigators, clerical personnel, etc., will be secured temporarily in each theater as needed.

8. Dissemination of Reports.

a. In forwarding reports to A. C. of S., G-2, the chief of mission will make the following arrangements:

(1) In case the scientific chief has secured the information for purposes of one office under conditions requiring special security, the outer envelope will be addressed to A. C. of S., G-2, by personal name as well as by title, and the inner envelope will bear the designation of the office for which the information is intended.

(2) In case the information is of general intelligence interest, it will be forwarded in usual report form (suitable for reproduction) to A. C. of S., G-2, War Department.

(3) Copies of all reports will be kept in the file of the mission.

b. In the general situation, a(2) above, G-2 will distribute the reports (plus extra copies on request) to at least the following:

Director of Intelligence, ASF
OSRD
ONI.



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Additional distribution will be made to other agencies in accordance with their interests in the subject matter.

9. Subject to restrictions imposed by the theater commander, the chief of mission will arrange so that any member of the scientific group may forward official communications to his home office.

10. The headquarters of the mission will be at or near the headquarters of the theater, or of some subordinate unit within the theater. The chief of mission will keep A. C. of S., G-2, informed of location of mission headquarters.

Concurrences:

ONI (R.E.S.)
OSRD (V. B. )
ASF (R.R.F.)

/S/ Clayton Bissell

CLAYTON BISSELL
Major General
A. C. of S., G-2

C.K.G. - 11 May 1944
OPD CONCURS

Distribution:
G-2 Member, Advisory Committee
Chief, Theater Group, MIS
Collection Unit, MIS
OPD
ONI
OSRD
CG, ASF
Dir. of Intelligence, ASF
A-2
G-2, Army Ground Forces.

APPROVED

By order of the Secretary of War
JOSEPH T. McNARNEY
Deputy Chief of Staff, U. S. Army

/S/ O. L. Nelson

By O. L. NELSON
Brig. Gen., G.S.C., Asst. Deputy
Chief of Staff.





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AFAEP
EWT/mdr/72538
23 May 1944

Personnel Associated with Commands of Air Forces in Europe

Major General L. S. Kuter, Chairman Committee on
"Matters Pertaining to General Officers"

The following tabulation of personnel attached to the different Air Force Commands is transmitted for information of your Committee. This data does not check as to totals because of the varying dates of information.

Incls:
Appendix A: United Kingdom
Appendix B: Mediterranean

JOE L. LOUTZENHEISER
Colonel, GSC
Chief, Operational Plans Division

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APPENDIX A: Headquarters and Commands in United Kingdom

US STRATEGIC AIR FORCES IN EUROPE
(USSTAF)

Lieutenant General Carl Spaatz, CG
Brigadier General Edward P. Curtis, C/S
Major General Fred L. Anderson, Deputy CG (Operation)
Major General Hugh J. Knerr, Deputy CG (Administration) and CG, ASC, USSTAF
Brigadier General George McDonald, Intelligence
Brigadier General Clarence P. Kane, Administration Services
Brigadier General Malcolm C. Grow, Surgeon
Brigadier General Isaac W. Ott, Base Air Depot Area
Brigadier General C. P. Cabell, Liaison to SCAEF

Hq. & Hq.Sq. (384 officers and 1878 enlisted men)

All personnel of USSTAF is carried under:

Air Service Command, USSTAF (as of 2 May)
Maj. Gen. Hugh J. Knerr, CG

4589 Officers
43645 Enlisted Men
48234 Total

For breakdown see Station List, Hq. ASC, USSTAF, 2 May 1944.

USSTAF (Operational Control) (as of 15 May )

| | | | |
|---|---|---|---|
| ASC, USSTAF | 3529 | 43625 | 47154 |
| Eighth Air Force | 31860 | 188651 | 220511 |
| Fifteenth Air Force | 11294 | [illegible] | 79835 |
| Total: Operational Control | 46683 | 300817 | †347500 |

USSTAF (Administrative Control) (as of 15 May)

| | | | |
|---|---|---|---|
| ASC, USSTAF | 3529 | 43625 | 47154 |
| Eighth Air Force | 31860 | 188651 | 220511 |
| Ninth Air Force | 17093 | 122447 | 139540 |
| Total: Administrative Control | 52482 | 354723 | †407205 |

† Projected figures (SC-PS-16) as of 15 May, projected from data of 31 March 1944.

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## EIGHTH AIR FORCE PERSONNEL
(As of 30 April 1944)

| | Officers | E/M | Total |
|---|---|---|---|
| **Eighth Air Force** | | | |
| Lt. Gen James H. Doolittle, CG | | | |
| Brig Gen Earle E. Partridge, Deputy CG | | | |
| Brig Gen John A. Samford, C/S | | | |
| Brig Gen Orvil A. Anderson, A-3(also COPS) | | | |
| Brig Gen Chas. L. Booth, A-4 | | | |
| Total | 23,542 | 154,058 | 177,600 |
| **Hq. Eighth Air Force** (Personnel is that actually assigned to each station, rather than Group T/O). | 722 | 2,640 | 3,362 |
| **1st Bombardment Division** | 172 | 1040 | 1,212 |
| (BG Robt B. Williams, CG; BG Bartlett Beaman, C/S) | | | |
| 1st Command Wing | | | |
| 91st Gp | 396 | 2,131 | 2,527 |
| 381st Gp | 347 | 2,102 | 2,449 |
| 40th Command Wing | | | |
| 92nd Gp | 359 | 2,063 | 2,422 |
| 305th Gp | 436 | 2,158 | 2,594 |
| 306th Gp | 376 | 2,151 | 2,527 |
| 41st Command Wing - BG Travis (RF) | | | |
| 303rd Gp | 394 | 2,122 | 2,516 |
| 379th Gp | 351 | 2,134 | 2,485 |
| 384th Gp | 337 | 2,063 | 2,400 |
| 94th Command Wing | | | |
| 351st Gp | 424 | 2,218 | 2,642 |
| 401st Gp | 344 | 2,006 | 2,350 |
| 457th Gp | 340 | 1,957 | 2,297 |
| All others | 827 | 2,499 | 3,326 |
| Total | 5103 | 26,644 | 31,747 |
| **2nd Bombardment Division** | 179 | 662 | 841 |
| (BG James P. Hodges, CG) | | | |
| 2nd Command Wing - BG Timberlake (E.J.Jr.) | | | |
| 389th Gp | 411 | 2133 | 2,544 |
| 445th Gp | 359 | 2068 | 2,427 |
| 453rd Gp | 384 | 2228 | 2,612 |
| 14th Command Wing - BG Johnson (L.W.) | | | |
| 44th Gp | 360 | 2121 | 2,481 |
| 392nd Gp | 378 | 2149 | 2,527 |
| 20th Command Wing | | | |
| 93rd Gp | 420 | 2158 | 2,578 |
| 446th Gp | 361 | 2010 | 2,371 |
| 448th Gp | 367 | 2022 | 2,389 |



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| | Officers | E/M | Total |
|---|---|---|---|
| **2nd Bombardment Division** (Cont'd) | | | |
| 96th Command Wing - BG Peck (WR) CG | | | |
| 458th Gp | 385 | 2088 | 2473 |
| 466th Gp | 366 | 1989 | 2356 |
| 467th Gp | 396 | 1891 | 4287 |
| All Others (includes skeleton organ. of 24th & 95th Combat Wings) | 529 | 5786 | 4315 |
| Total | 4895 | 27305 | 34300 |
| **3rd Bombardment Division** | 218 | 1340 | 2058 |
| (MG Curtis E. LeMay, CG; BG August W. Kissner, C/S) | | | |
| 4th Command Wing | | | |
| 94th Gp | 408 | 2189 | 2597 |
| 385th Gp | 386 | 2118 | 2504 |
| 447th Gp | 383 | 2187 | 2570 |
| 13th Command Wing | | | |
| 95th Gp | 387 | 2149 | 2536 |
| 100th Gp | 383 | 2197 | 2580 |
| 390th Gp | 401 | 2324 | 2725 |
| 45th Command Wing | | | |
| 96th Gp | 372 | 2127 | 2499 |
| 388th Gp | 412 | 2202 | 2614 |
| 452nd Gp | 349 | 2123 | 2472 |
| 93rd Command Wing | | | |
| 34th Gp | No personnel as of 14 April | | |
| 486th Gp | 431 | 2095 | 2526 |
| 487th Gp | 103 | 1596 | 4708 |
| All Others (includes skeleton 92nd Wing) | 1134 | 4605 | 2730 |
| Total | 5367 | 29752 | 35119 |
| **VIII Fighter Command** | | | |
| (MG Wm. E. Kepner, CG; BG F.H.Griswold,C/S) | 178 | 721 | 899 |
| 65th Command Wing ; BG Auton (J) | 86 | 802 | 888 |
| 4th Gp | 186 | 1394 | 1580 |
| 56th Gp | 186 | 1513 | 1699 |
| 355th Gp | 183 | 1474 | 1657 |
| 356th Gp | 184 | 1410 | 1594 |
| 66th Command Wing - BG Woodbury (MC) | 79 | 568 | 647 |
| 55th Gp | 193 | 1555 | 1748 |
| 353rd Gp | 173 | 1394 | 1567 |
| 357th Gp | 200 | 1485 | 1685 |
| 78th Gp | 205 | 1523 | 1728 |
| 67th Command Wing - BG Anderson (EW) | 85 | 591 | 676 |
| 352nd Gp | 179 | 1394 | 1573 |
| 359th Gp | 195 | 1457 | 1652 |
| 20th Gp | 199 | 1531 | 1730 |
| 364th Gp | 178 | 1430 | 1608 |
| 361st Gp | 196 | 1438 | 1634 |
| All Others (339,354,358,479, Non-oper. or skeleton) | 332 | 1694 | 2026 |



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| | Officers | E/M | Total |
|---|---|---|---|
| **VIII Fighter Command (Con'd)** | | | |
| Total | 3217 | 23374 | 26591 |
| **VIII Service Command** | | | |
| (BG Donald R. Goodrich, CG) | 84 | 273 | 357 |
| 8 Air Depot Gps. | 617 | 14886 | 15503 |
| 40 Sub-Depots (includes Mobile Repair Units) | 270 | 9735 | 10005 |
| All Other | 0 | 263 | 263 |
| Total | 971 | 25157 | 26128 |
| **VIII Composite Command** | | | |
| (BG Edmund W. Hill, CG) | | | |
| Hq. | 141 | 1074 | |
| 482nd Bomb Gp. | 577 | 2915 | |
| 1st CCRL Gp. | 457 | 1774 | |
| 2nd CCRL Gp. | 401 | 1399 | |
| 3rd CCRL Gp. | 471 | 1913 | |
| 4th CCRL Gp. | 80 | 936 | |
| 495th Ftr Tr. Gp. | 111 | 1198 | |
| 496th Ftr.Tr. Gp. | 238 | 1135 | |
| Other Units | 70 | 856 | |
| Total(from Station Report) | 2546 | 13300 | 15846 |
| Total(From 8th AF Strength) | 1554 | 11917 | 13471 |
| CCRL's contain officers and enlisted men on D/S from other commands. | | | |
| **8th Reconnaissance Wing (Prov)** | | | |
| (Col Elliott Roosevelt, CO) | | | |
| 7th Photo Gp. | 153 | 1390 | 1543 |
| 5th &6th CCRL Gps. | 153 | 733 | 886 |
| Other units | 353 | 1899 | 2252 |
| | 659 | 4022 | 4681 |
| **8th Air Force (Unassigned)** | 1057 | 1247 | 2304 |
| Total - EIGHTH AIR FORCE | | | 177, 600 |



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## ALLIED EXPEDITIONARY AIR FORCES
## (AEAF)

Air Chief Marshal Leigh Mallory, CG
Major General Hoyt S. Vandenberg, Deputy CG
Brigadier General Ralph F. Stearley, Intelligence
Brigadier General Harry A. Johnson, Training
Brigadier General Fred M. Smith, Jr. Operations
Brigadier General Auby C. Strickland, Liaison 9th AF - 2 TAF

US personnel at Hq. AEAF unknown except as above.
(authorized 60 officers and 175 enlisted men)

| | Officers | E/M | Total |
|---|---|---|---|
| Ninth AF (US)(15 May) | 17093 | 12447 | 139540 |
| 2 TAF (British) | | | |
| add British Personnel | -- | -- | 182000 |
| Total AAF and RAF | | | 321540 |



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## NINTH AIR FORCE

Note: The personnel statement for each Group or AF unit comes from a "Location Statement" of 14 April 1944. The "Total Assignment and Attached" is from Statistical Control Division, as of 31 March 1944. The officers commanding each unit are as of 6 May 1944. See also Recapitulation on last page.

Warrant and Flight Officers are included under officers. Totals and sub-totals include AAF, Arms and Services and personnel units attached but not changeable.

### Ninth Air Force

| | |
|---|---|
| 17469 officers | 18549 officers |
| 131779 enlisted men | 132947 enlisted men |
| 149248 total (Mar. 31) | 151496 total (Apr. 14) |

Maj. Gen L. H. Brereton, CG
Maj. Gen R. Royce, Deputy CG
Brig. Gen V. H. Strahm, C/S
Brig. Gen D. M. Schlatter, Deputy C/S
Brig. Gen R. E. Nugent, A-3 and Deputy C/S (Plans)

### Hq. Ninth Air Force

| | Officers | E/M | Total |
|---|---|---|---|
| Hq. & Hq. Sq. | 472 | 1864 | 2296 |
| Adv. Hq. | 66 | 309 | 375 |
| 10th Phot. Recn Gp. | 161 | 975 | 1136 |
| Auxiliary Units | 36 | 790 | 826 |
| Total: Loc. Stat. 14 Apr | 695 | 3938 | 4633 |
| Total: Assgd and Attached 31 March | 926 | 5673 | 6599 |

### IX Bomber Command

Brig Gen S. E. Anderson, CG
Col Richard C. Sanders, C/S
Col Edward N. Backus, CO 97th Bomb. Wing
Col Millard Lewis, CO 98th Bomb. Wing
Col Herbert B. Thatcher, CO 99th Bomb. Wing

| | | | |
|---|---|---|---|
| Hq. IX Bomber Command | 151 | 740 | 891 |
| 322nd Bomb Gp (M) | 377 | 1559 | 1936 |
| 323rd " " " | 355 | 1622 | 1977 |
| 344th " " " | 304 | 1456 | 1760 |
| 386th " " " | 396 | 1541 | 1937 |



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| | Officers | E/M | Total |
|---|---|---|---|
| **IX Bomber Command** (Con'd) | | | |
| 387th Bomb Group (M) | 400 | 1665 | 2065 |
| 391st " " " | 296 | 1376 | 1672 |
| 394th " " " | 341 | 1523 | 1864 |
| 397th " " " | 282 | 1432 | 1714 |
| 409th " " (L) | 211 | 1375 | 1586 |
| 410th " " " | 169 | 1136 | 1305 |
| 416th " " " | 203 | 1262 | 1465 |
| Other Units | 47 | 428 | 475 |
| Total L. S. 14 April | 3532 | 17, 115 | 29,647 |
| Total 31 March | 3796 | 26, 202 | 39,998 |

Assignment of Groups to Wing Commands unknown.

**IX Air Support Command** (also IX Fighter Command)

Maj Gen E. R. Quesada, CG
Col John F. Whitely, C/S
Brig Gen Ned Schramm, CG 71st Fighter Wing
Col R. F. Williams, CO 84th Fighter Wing
Col Homer L. Sandow, CO 100th Fighter Wing

| | | | |
|---|---|---|---|
| Hq & Hq Sq. IX Air Support Command | 138 | 1273 | 1411 |
| Hq & Hq Sq. IX Fighter Command | 172 | 354 | 526 |
| 71st Fighter Wing | 89 | 478 | 567 |
| 84th Fighter Wing | 83 | 480 | 563 |
| 100th Fighter Wing | 48 | 266 | 314 |
| 67th Reconn. Gp. | 199 | 870 | 1069 |
| 48th Fighter Bomb Gp. | 213 | 1524 | 1737 |
| 50th Fighter Bomb Gp. | 141 | 855 | 996 |
| 367th " " " | 167 | 1257 | 1424 |
| 404th " " " | 141 | 856 | 997 |
| 405th " " " | 146 | 873 | 1019 |
| | 258 | 1977 | 2235 |
| 354th Fighter Gp. | 153 | 1307 | 1138 |
| 358th Fighter Gp. | 154 | 993 | 1147 |
| 362nd " " | 183 | 994 | 1177 |
| 363rd " " | 224 | 2005 | 2229 |
| 365th " " | 164 | 1236 | 1400 |
| 366th " " | 154 | 958 | 1112 |
| 368th " " | 259 | 2638 | 2897 |
| 370th " " | 141 | 856 | 997 |
| 371st " " | 164 | 1310 | 1474 |
| 474th " " | 261 | 2994 | 3255 |
| Other Units | | | |
| Total April 14 Report | 3652 | 26,032 | 29,684 |
| Totals, March31 Report | 3911 | 35,289 | 39,200 |

**XIX Air Support Command**

Brig Gen Otto P. Weyland, CG
Col D. W. Mayhue, C/S

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| XIX Air Support Command (Con'd) | Officers | E/M | Total |
|---|---|---|---|
| Col B. M. Horey, Jr. CO 303rd Fighter Wing<br>Col J. W. McCawley, CO 70th Fighter Wing | | | |
| Hq XIX Air Support Command | 141 | 1371 | 1512 |
| 70th Fighter Wing | 88 | 488 | 576 |
| 303rd Fighter Wing | 47 | 195 | 242 |
| 36th " " | 140 | 852 | 992 |
| 373rd " " | 139 | 806 | 945 |
| 406th " " | 150 | 944 | 1094 |
| Other Units | 139 | 1632 | 1771 |
| Total on Station (14 Apr) | 844 | 6288 | 7132 |
| Total in XIX ASC (31 Mar) | 411 | 5368 | 5779 |

IX Troop Carrier Command
Brig Gen P. L. Williams, CG
Col Julian M. Chapper, CO 50th Troop Carrier Wing
Brig Gen Harold L. Clark, CG 52nd Troop Carrier Wing
Col Maurice M. Berach, CO 53rd Troop Carrier Wing

| | | | |
|---|---|---|---|
| Hq IX Troop Carrier Command | 175 | 663 | 838 |
| 50th TC Wing | 47 | 129 | 176 |
| 52nd " " | 50 | 152 | 202 |
| 53rd " " | 52 | 144 | 196 |
| 61st " " | 394 | 1298 | 1692 |
| 313th TC Wing | 375 | 1270 | 1645 |
| 314th " " | 364 | 1195 | 1559 |
| 315th " " | 331 | 862 | 1193 |
| 316th " " | 411 | 1366 | 1777 |
| 434 th " " | 427 | 1375 | 1802 |
| 435th " " | 462 | 1535 | 1997 |
| 436th " " | 387 | 1335 | 1722 |
| 437th " " | 384 | 1329 | 1713 |
| 438th " " | 394 | 1512 | 1906 |
| 439th " " | 417 | 1396 | 1813 |
| 440th " " | 414 | 1524 | 1938 |
| 441st " " | 413 | 1385 | 1798 |
| 442nd " " | 387 | 1397 | 1784 |
| Other Units | 1 | 47 | 48 |
| Total (14 Apr) | 5885 | 19914 | 25799 |
| Total (31 Mar) | 5969 | 25480 | 31449 |



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| | Officers | E/M | Total |
|---|---|---|---|
| **IX Troop Carrier Command** (Con'd) | | | |
| Assignment of Groups to Wings unknown. | | | |
| **IX Air Defense Command** | | | |
| Brig Gen William L. Richardson, CG | | | |
| ▲ Brig Gen N. A. Burnell, Deputy CG | | | |
| ↓ Brig Gen Charles C. Curtis, CG | | | |
| 51st AAA Brigade | | | |
| ↓ Brig Gen N. A. Burnell, CG | | | |
| 52nd AAA Brigade | | | |
| ▲ 51st and 52nd AAA Brigade, consisting 21st and 118th AAF Gp, 448th, 550th, 633rd, 635th AAA Bns., and 225th AAA S/L Bn. attached for Ground Forces, not included in above total. | | | |
| **IX Engineer Command** | | | |
| Brig Gen James B. Newman, JR. CG | | | |
| (included 922,925,926,924, Engr. Regt. Avn.) | | | |
| Hq. IX Engr Command | 99 | 607 | 706 |
| Engr. Avn. Regt. Hq. (4) with Engr. Avn. Bn. (12) | 389 | 8754 | 9143 |
| Total on Station (14 Apr) | 488 | 9361 | 9849 |
| Total (31 Mar) | 428 | 7942 | 8370 |
| **IX Air Force Service Command** | | | |
| Brig Gen Marvin R. Wood, CG | | | |
| Hq. IX AFSC | 295 | 1191 | 1486 |
| Base Air Depots (2) | 149 | 1451 | 1600 |
| Advanced Air Depots (2) | 212 | 861 | 1073 |
| Air Depot Groups (14) | 944 | 15693 | 16637 |
| Service Groups (23) | 1550 | 24587 | 26137 |
| Other Units | 364 | 6751 | 7115 |
| Total On Stations (14 Apr) | 3514 | 50534 | 54048 |
| Total Assgnd & attach.(31 Mar) | 1947 | 24586 | 26533 |



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**Ninth Air Force Recapitulation**

| | March 31 - Assgnd & Attach | | | Apr 14 - On Stations | | |
|---|---|---|---|---|---|---|
| | O & WO | E/M | Total | O & WO | E/M | Total |
| Hq & Hq Sq. & Assgnd Hq Units | 926 | 5673 | 6599 | 695 | 3936 | 4631 |
| IX Bomber Command | 3796 | 26202 | 29998 | 3532 | 17115 | 20647 |
| IX Air Support Command | 3911 | 35289 | 39200 | 3652 | 26032 | 29684 |
| XIX Air Support Command | 411 | 5368 | 5779 | 746 | 5800 | 6546 |
| IX Troop Carrier Command | 5969 | 25480 | 31449 | 5885 | 19914 | 25799 |
| IX Air Defense Command | 81 | 1239 | 1320 | 37 | 255 | 292 |
| IX Engineer Command | 428 | 7942 | 8370 | 488 | 9361 | 9849 |
| IX Air Force Service Command | 1947 | 24586 | 26533 | 3514 | 50534 | 54048 |
| | 17469 | 131779 | 149248 | 18549 | 132947 | 151496 |

| | | |
|---|---|---|
| Total: | Mar 31 Assigned and Attached | 149248 |
| | Apr 14 From Location Statement | 151496 |
| | May 15 Projected Strength | 139540 |



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APPENDIX B.

US Army Air Forces - Mediterranean Theatre of Operations.

Lieutenant General Ira Baker, CG
Major General C. C. Chauncey, C/S
Major General I. H. Edwards, Deputy CG ( Chief of Administration )
Colonel T. M. Lowe, Deputy C/S
Brigadier General R. Pulsifer, A-G
Brigadier General C. L. Booth, A-4
Brigadier General L. Norstad, (Director of Operations and Intelligence)
Brigadier General R. Kauch, (Mediterranean Allied Transport Service)
Colonel H. D. Culton, A-1
Lieutenant Colonel J. S. Holloran, A-2
Colonel J. S. Hardy, A-3

Army Air Forces - MTO Hq.

612 Officers
2005 Enlisted Men
3617 Total

Air Service Command - MTO

Brigadier General H. A. Bartron

2119 Officers
28214 Enlisted Men
30333 Total

Army Air Forces Engineering Command - MTO

Colonel J. O. Colonna

590 Officers
11324 Enlisted Men
11814 Total

Mediterranean Air Transport Service - AAF

Brigadier General R. Kauch

242 Officers
367 Enlisted Men
609 Total

90th Photo Reconnaissance Wing

Colonel K. L. Polifka

432 Officers
2116 Enlisted Men
2600 Total



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Twelfth Air Force:

Major General J. K. Cannon

6844 Officers
49132 Enlisted Men
55976 Total ( For a breakdown of 12th Air Force see Annex I)

Fifteenth Air Force:

Major General N. F. Twining

10034 Officers
65513 Enlisted Men
75551 Total (For a breakdown of 15th Air Force see Annex II)

RAF - (Mediterranean and Middle East)

Air Marshall Sir J. C. Slessor

Total Personnel as of January 1, 1944 - 185,000

US Army Air Forces - MTO (As of May 9, 1944)(Operational Control)

Total U. S. Army Air Forces - MTO - 180,077

Total RAF - 185,000

Total Mediterranean Allied A. F. - 365,077



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ANNEX [redacted]

| TWELFTH AIR FORCE | OFFICERS | E/M | TOTAL |
|---|---|---|---|
| 42nd Bomb Wing | 46 | 145 | 191 |
| 17th Bomb Group | 399 | 1364 | 1563 |
| 319th Bomb Group | 305 | 1233 | 1538 |
| 320th Bomb Group | 303 | 1206 | 1509 |
| All Others | 38 | 866 | 904 |
| Wing Total | 991 | 4714 | 5705 |
| 57th Bomb Wing | 41 | 137 | 178 |
| 310th Bomb Group | 304 | 1388 | 1692 |
| 321st Bomb Group | 355 | 1278 | 1633 |
| 340th Bomb Group | 340 | 1319 | 1659 |
| All Others | 2 | 81 | 83 |
| Wing Total | 1042 | 4203 | 5245 |
| 51st Troop Carrier Wing | 41 | 137 | 178 |
| 60th Troop Carrier Group | 210 | 826 | 1036 |
| 62nd Troop Carrier Group | 214 | 840 | 1054 |
| 64th Troop Carrier Group | 203 | 840 | 1043 |
| All Others | 76 | 629 | 705 |
| Wing Total | 744 | 3272 | 4016 |
| Twelfth Tactical Air Command | 75 | 198 | 273 |
| 27th Fighter Group | 142 | 684 | 826 |
| 47th Bomb Group (L) | 139 | 1063 | 1202 |
| 57th Fighter Group | 169 | 727 | 896 |
| 64th Fighter Wing | 37 | 140 | 177 |
| 68th Tactical Reconnaissance Group | 47 | 166 | 213 |
| 79th Fighter Group | 164 | 760 | 924 |
| 86th Fighter Group | 160 | 718 | 878 |
| 87th Fighter Wing | 44 | 188 | 232 |
| 324th Fighter Group | 154 | 744 | 898 |
| 99th Fighter Squadron | 48 | 242 | 290 |
| 415th Night Fighter Squadron | 43 | 208 | 251 |
| All Others | 251 | 4535 | 4786 |
| Wing Total | 1473 | 10373 | 11846 |
| 63rd Fighter Wing | 68 | 217 | 285 |
| 350th Fighter Group | 159 | 698 | 857 |
| Emergency Rescue Squadron | 46 | 106 | 206 |
| 385th Service Squadron | 6 | 213 | 319 |
| 360th Service Squadron | 7 | 201 | 208 |
| Wing Total | 286 | 1489 | 1775 |

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| | OFFICERS | W/M | TOTAL |
|---|---|---|---|
| 62nd Fighter Wing | 44 | 180 | 224 |
| 91st Service Squadron | 9 | 215 | 224 |
| 332nd Fighter Group | 145 | 808 | 953 |
| Wing Total | 198 | 1303 | 1401 |
| 414th Night Fighter Squadron | 45 | 308 | 253 |
| 416th Night Fighter Squadron | 42 | 215 | 257 |
| 417th Night Fighter Squadron | 42 | 217 | 259 |
| All Others | 421 | 6868 | 7289 |
| Fighter Command Total | 1066 | 9765 | 10831 |
| 12th Air Force Service Command | 862 | 12934 | 13776 |
| 12th Training & Replacement Command | 41 | 230 | 271 |
| Fighter Training Center | 136 | 378 | 514 |
| Bomber Training Center | 190 | 771 | 961 |
| 121st Liaison Squadron | 15 | 132 | 147 |
| All Others | 3 | 87 | 90 |
| Total | 385 | 1598 | 1983 |





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ANNEX II [redacted]

| FIFTEENTH AIR FORCE: | OFFICERS | E/M | TOTAL |
|---|---|---|---|
| 5th Bomb Wing | 47 | 115 | 162 |
| 2nd Bomb Group | 322 | 1498 | 1820 |
| 97th Bomb Group | 340 | 1269 | 1609 |
| 99th Bomb Group | 346 | 1454 | 1800 |
| 301st Bomb Group | 388 | 1549 | 1937 |
| 463rd Bomb Group | 314 | 1511 | 1825 |
| 483rd Bomb Group | 325 | 1531 | 1856 |
| All Others | 19 | 483 | 502 |
| Wing Total | 2101 | 9410 | 11511 |
| 47th Bomb Wing | 52 | 129 | 181 |
| 98th Bomb Group | 395 | 1451 | 1846 |
| 376th Bomb Group | 380 | 1496 | 1876 |
| 449th Bomb Group | 383 | 1626 | 2009 |
| 450th Bomb Group | 416 | 1684 | 2100 |
| 68th Tactical Reconnaissance Group | 30 | 71 | 91 |
| All Others | 23 | 541 | 564 |
| Wing Total | 1669 | 6998 | 8667 |
| 49th Bomb Wing | 43 | 119 | 162 |
| 451st Bomb Group | 383 | 1651 | 2034 |
| 461st Bomb Group | 389 | 1638 | 2027 |
| 484th Bomb Group | 201 | 1398 | 1599 |
| All Others | 3 | 85 | 88 |
| Wing Total | 1019 | 4891 | 5910 |
| 55th Bomb Wing | 46 | 126 | 172 |
| 460th Bomb Group | 399 | 1647 | 2046 |
| 464th Bomb Group | 371 | 1616 | 1987 |
| 465th Bomb Group | 321 | 1523 | 1844 |
| 485th Bomb Group | 63 | 1072 | 1135 |
| All Others | 3 | 86 | 89 |
| Wing Total | 1303 | 6070 | 7273 |
| 304th Bomb Wing | 47 | 127 | 174 |
| 454th Bomb Group | 374 | 1656 | 2030 |
| 455th Bomb Group | 369 | 1624 | 1993 |
| 456th Bomb Group | 391 | 1672 | 2063 |
| 459th Bomb Group | 388 | 1626 | 2014 |
| All Others | 3 | 78 | 81 |
| Wing Total | 1572 | 6783 | 8355 |

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| | OFFICERS | E/M | TOTAL |
|---|---|---|---|
| 305th Bomb Wing | 11 | 11 | 22 |
| Wing Total | 11 | 11 | 22 |
| 306th Fighter Wing | 53 | 121 | 174 |
| 1st Fighter Group | 154 | 739 | 893 |
| 14th Fighter Group | 142 | 771 | 913 |
| 31st Fighter Group | 112 | 682 | 794 |
| 52nd Fighter Group | 121 | 697 | 818 |
| 82nd Fighter Group | 146 | 766 | 912 |
| 325th Fighter Group | 152 | 698 | 850 |
| All Others | 3 | 82 | 85 |
| Wing Total | 762 | 3859 | 4621 |
| 307th Bomb Wing | 36 | 1 | 37 |



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AFAEP
BJG/72538 /mc
23 May 1944

MEMORANDUM FOR GENERAL KUTER:

Subject: AAF Command Doctrine and Practice

1. The air command system in Europe is far from satisfactory. In tactical units, a healthy relationship with ground forces has been developed but in higher echelons the impact of established organizations, vested rights, and strong personalities has worked to impair clarity of air command.

2. In the Pacific, new methods developed from scratch have produced simple coordinated command systems capable of directing maximum effort against the enemy.

3. It is suggested that AAF would reap large rewards from the establishment of a planning project in Headquarters AAF to study and apply command doctrines based on the lessons learned in current operations.

4. It is recommended that an officer, carefully selected for his temperamental qualifications be selected for this project. The results to be expected will be in direct proportion to the initiative, imagination, and balance of the officer selected. The following further requirements are suggested:

a. Graduate of West Point
b. Age between 30 and 40
c. Broad operational experience, particularly in the Mediterranean theater
d. Experience in planning (JWPC)
e. Grade of Colonel.

5. This officer should be first ordered to the Army-Navy staff college, or a graduate thereof selected. He should then be assigned to one or more operational staffs in the Pacific. Upon completion of this tour he should be returned to AC/AS, Plans, to prepare and later supervise the implementation of AAF doctrines of operational command. A command system for logistical support should be considered.

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6. The specific planning should be:

a. Preparation for the approval of the Commanding General AAF of a doctrine of air command.

b. The continuous review of this doctrine to keep abreast of new developments and changing conditions.

c. The preparation of detailed plans to implement this doctrine in theaters of operations.

d. The preparation of detailed plans to apply this doctrine in both current and post war redeployment.

e. The preparation of suitable material for the use of the Commanding General AAF as a Joint Chief of Staff in presenting the results and the benefits of this project for the purpose of achieving the requirements of the Army Air Forces.

JOE I. LOUTZENHEISER
Colonel, GSC
Chief, Operational Plans Division





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HTERS ARMY AIR ES

ROUTING SLIP

DATE 20 MAY 1944

TO:

| OFFICE OR SYMBOL | BUILDING |
|---|---|
| AC/AS, PLANS | |
| ATTENTION: | ROOM |

FOR:

| | | | | | |
|---|---|---|---|---|---|
| | COORDINATION | | INVESTIGATION | | NEC. ACTION |
| ✓ | INFORMATION | | RECOMMENDATION | | SIGNATURE |
| | FILE | | CONFERENCE | | |

REMARKS:

THOMAS D. WHITE
Brigadier General, U. S. Army
Assistant Chief of Air Staff, Intelligence

FROM:

| NAME | | OFFICE OR SYMBOL |
|---|---|---|
| PHONE | BUILDING | ROOM |

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Extract of Letter from Director of Intelligence, USSTAF

30 May 1944

Commanding General, Army Air Forces

1

AC/AS, Intelligence

TDW:ebk:5813

1. Following is an extract from the Director of Intelligence, United States Strategic Air Forces in Europe, Brig. General McDonald, and confirms my oral report on the subject:

> "That section of Air Ministry Intelligence which is responsible for producing the German Air Force Order of Battle and all studies on that subject is now officially headed by Colonel Kingman Douglass of this Office. He, therefore, is doing the complete British-American Air Intelligence job on that subject and is over RAF and USAAF personnel, filling the functions of Deputy Director for Intelligence Operations, Air Ministry. At the same time, as the Assistant Director of Intelligence, USSTAF, he is my Number One Representative in Air Ministry Intelligence. All material produced by that Office represents the best thought of the combined USSTAF and Air Ministry Intelligence experts."

2. This should insure coordination in Order of Battle estimates between USSTAF and Air Ministry.

THOMAS D. WHITE
Brigadier General, U. S. Army
Assistant Chief of Air Staff,
Intelligence

Cy to AC/AS, Plans

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**Revision of FM 31-35**

Asst C/AS, Plans

17 May 1944

Asst C/AS, OCR (Requirements Division)

1
Lt Col House/mlb/74811

1. This office is at present engaged in reviewing the latest version of Field Manual 31-35 preparatory to sending it to Asst Chief of Staff, G-3. Your comments and recommendations on this proposed Field Manual "The Tactical Air Force: Organization and Employment", which is contained in the Army Air Forces Board Report Project No. (T-2) 11, are requested by 27 May 1944.

2. A copy of this board report was forwarded to your office by the Army Air Forces Board Control Office on approximately 9 May 1944.

MERVIN E. GROSS
Brigadier General, USA

TO: AC/ AS, OCR (Requirement Division

DATE 1 June 44

FROM: AC/AS, Plans

COMMENT NO. 2
GHG/ff/6724

The attached copy of the AAF Board Report bears numerous pencil corrections and notations in paragraphs relating to reconnaissance. It is presumed these were made by your Reconnaissance Branch. It is believed that photo reconnaissance aviation should be shown under the Theatre Air Forces, with appropriate explanation that photo reconnaissance units may be assigned by the Theatre Air Forces to subordinate commands, as indicated by the notations. This office concurs in the policy stated in this revision, with the understanding that the pencil notes will be checked prior to publication.

Incl
Cy of AAF Board Report.

JOE L. LOUTZENHEISER
Colonel, G. S. C.
Chief, Operational Plans Div.

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Subject: Outline of Current Air Effort.

To: AC/AS, Plans, OPD
AC/AS, Intelligence, in turn.

May 14, 1944
#1
WPB/ajl/5835

From: AC/AS, Plans.

1. A report of interest to your office from General Baker to General Arnold is attached herewith for your information.

2. It is requested that the attached report be returned to this office upon completion of the indicated circulation.

L. S. KUTER
Major General, USA
AC/AS, Plans.

TO: AC/AS, Intelligence
FROM: AC/AS, Plans

DATE 5/16/44
Comment No. 2
RWB/jw/72700

Forwarded to your office for information and return to AC/AS, Plans when it has served its purpose.

Incl.
n/c

JOE L. LOUTZENHEISER
Colonel, G.S.C.
Chief, Operational Plans Div.

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From Gen. Baker
to Gen. Arnold
7/14/44

## OUTLINE OF CURRENT AIR EFFORT

Our operations in the past month may be divided into three phases:-

a. Operations in support of the campaign in Italy.

b. Operations against German industrial targets, particularly the aircraft and ball-bearing industries located in Germany, Austria and satellite countires.

c. Operations designed to weaken the German position in the Balkans.

The past month has been the most intensive period of operations from the air standpoint in the Mediterranean theater to date. As an example, more than 40,000 sorties were flown and more than 30,000 tons of bombs were dropped. This is contrasted with our best previous month when 23,000 sorties were flown and 19,000 tons of bombs were dropped.

26 heavy attacks were made against major Balkan communication centers vital to the German in supplying his forces on the Russian front and in the Balkans.

23 attacks were made on aircraft and ball-bearing factories, dropping 5,500 tons of bombs. The major attacks were against single-engine fighter factories in the Vienna area and Northern Italy; twin-engine fighter production at Budapest, and ball-bearing output at Steyr, Austria. Among the major factories seriously damaged or destroyed were the Wiener Neustadter componsent and assembly plants in Austria at Wianer Neustadt, Bad Voslau and Fischamend; the Duna Aircraft Company at Budapest; I.A.R. at Brasov; Macchi at Varese; the Fiat works at Turin; the Breda factory at Milan; the works at Ikarus and Rogozarski; the Hungarian Aircraft Company at Gyor; the Heinkel works at Schwecat; and the Steyr ball-bearing works. It was, by long odds, the greatest blow at German fighter production and brought German fighter capacity to a new low estimated at less than 250 per month by the Headquarters of the Strategic Air Forces in Europe.

The Balkan rail centers which received the heaviest weight of attack included Ploesti, Bucharest, Brasov, Sofia, Belgrade, Turnul Severin, Brod, Bihac, Knin, Nis, Zagreb, Split and Nicsik. These attacks destroyed large amounts of German military supplies and rolling stock enroute to the Russian front, disrupted traffic flow and reduced considerably the

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usefulness of these rail centers to the enemy. The mining operations in the Danube further served to reduce the flow of oil and minerals to the Reich and caused considerable consternation and great disruption of vital German communications for the support of his armies in South Russia.

As an example of how the U.S. air effort from this theater has grown, in April of last year during the climax of the Tunisian campaign we flew 8,000 sorties and dropped 4,000 tons of bombs. Through April of this year we flew 40,000 sorties and dropped 30,000 tons of bombs. The measure of this growth can best be understood by remembering that the average flight-distance in the Tunisian campaign was but little more than a hundred miles and on a front of less than three hundred miles. During the month of April our average flight-distance was more than four hundred miles and the front was spread over an arc more than twelve hundred miles.

The build-up of the U.S. Strategic Air Force is now complete. All twenty-one Groups are in Italy and are operational.

Another comparison with last year is interesting. As a result of our increased experience there is an increased efficiency in operations. During April of last year each airplane flew an average of six sorties and dropped five tons of bombs. During the past month each airplane flew an average of eight sorities and dropped more than eight tons of bombs. These figures, of course, include every airplane assigned to the theater, not only those operational.

The Tactical Air Force continued to put out about a thousand sorites a day on its communications attacks. The weather was favorable and there was no day when it did not strike vital blows at key bridges, marshalling yards, harbors and choke points in the enemy's communications system upon which the German must rely for feeding and supplying his armies in South Central Italy. An analysis of photographic evidence indicates clearly that all rail communications were cut, not in one place, but in many places, during the entire period. This condition has existed since March 24 when operation STRANGL was initiated. This has placed an unusually heavy burden on German motor transport because of the large numbers of off-loadings necessitated in bringing up supplies and in carrying supplies around destroyed bridges.

Our attacks on motor transport for the month of April destroyed more than 700 enemy motor vehicles. The army estimates that it requires a minimum of 1500 vehicles to



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supply the German divisions in Central Italy. Nearly one half of this total requirement was therefore destroyed in one month of operations.

The Tactical Air Force and Coastal Command were particularly effective in attacks on harbors and in destroying shipping and small craft creeping down the coast to supplement the deficiency in supply as a result of the badly battered land-lines of communication. The key harbors at Genoa, San Stephano, Piombino and Civitanova were under heavy and constant attack. It is estimated by the army that the German has been able to supply less than 700 tons daily by water-borne traffic through these battered ports. In addition to harbor attacks, Coastal Command aircraft have scoured the coast daily, beating up small shipping, not only on both Italian coasts but on the Dalmatian and Albanian coasts as well and in the Greek islands. There is ample evidence that this concentrated attack on shipping, transport and communications is causing the enemy the greatest concern.

Here is an interesting line: On May 5th we in this theater dropped our two hundred thousandth ton of bombs delivered in this theater to date, i.e. since Nov. 8, 1942. You will recall, in this connection, that the R.A.F. Bomber Command recently announced that they had ---- dropped two hundred and fifty thousand tons of bombs as their total contribution to devastation in nearly five years of war.



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455

SUBJECT: Assignment of Aircraft

1st Ind. AFATC/OPS/CCG/lv

HQ AAF Air Transport Command, Washington 25, D. C. 13 May 1944

To: Commanding General, Army Air Forces, Pentagon Building, Washington 25, D. C. Attention: AC/AS, Plans (Colonel Joe L. Loutzenheiser, Chief, Operational Plans Division)

1. Necessary action has been taken to comply with the request in basic communication effective immediately. At the present time European Wing has no C-47 type airplanes equipped for passenger service, and therefore, it will be necessary to use two (2) other DC-3 type planes for this assignment until C-47's are delivered them.

2. It is estimated that two (2) C-47's, equipped for passenger service, will be delivered to the European Wing on or about June 10, at which time they will be used as replacements for the planes now being assigned Admiral Stark.

For the Commanding General:

Harold R. Harris

HAROLD R. HARRIS
Colonel, GSC
Asst. Chief of Staff
Operations

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ADDRESS REPLY TO
COMMANDING GENERAL, ARMY AIR FORCES
WASHINGTON 25, D. C.

ATTENTION:

HEADQUARTERS, ARMY AIR FORCES
WASHINGTON

MAY 11 1944

MEMORANDUM FOR MAJOR GENERAL H. L. GEORGE:

Subject: Assignment of Aircraft

- Pursuant to a request from COMINCH it is directed that you have your European Wing hold two C-47 type airplanes, with crews, on call from Admiral Stark. These airplanes to be used for the transportation of high ranking Naval Officers.

By Command of General ARNOLD:

L. S. KUTER
Major General, U. S. A.
Assistant Chief of Air Staff, Plans

JOE L. LOUTZENHEISER
Colonel, G. S. C.
Chief, Operational Plans Division

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RSW/mc/72538

MEMORANDUM FOR VICE ADMIRAL R. S. EDWARDS:

Subject: Request for Assignment of Aircraft for Transportation of Naval Personnel

1. With reference to your request for two RD-4 and one two engine amphibian type airplanes, we are advised by the ATC that there are no two engine amphibian airplanes available.

2. We have, this date, advised USSTAF to hold two C-47 type airplanes and crews on call from Admiral Stark.

BARNEY M. GILES
Major General, U.S.Army
Chief of Air Staff

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UNITED STATES FLEET
COMINCH FILE — HEADQUARTERS OF THE COMMANDER IN CHIEF
NAVY DEPARTMENT, WASHINGTON, D. C.

FF1/A4-3

Serial: 01606 — 9 May 1944

CONFIDENTIAL

MEMORANDUM FOR THE CHIEF OF STAFF, U. S. ARMY AIR FORCES:

Subject: Request for Assignment of Aircraft for Transportation of Naval Personnel.

1. Admiral Stark has requested the Navy Department to furnish him with three aircraft at the earliest practicable date to meet an increasingly urgent need for air transportation for high ranking Naval Officers in England.

2. The types of planes he requests are

2 R-4-D
1 2-engine Amphibian

3. An officer on Admiral Stark's staff informs me that he understands that Admiral Stark has asked the A.A.F. in England to make one or more transport planes available to him for this purpose, but that the conclusion was reached that the Navy should supply its own air transportation.

4. Admiral King believes that the service requested by Admiral Stark is necessary, but he considers it undesirable for the Navy to supply the planes since this would involve duplication of service in the overland air transport system within England.

5. Admiral King directs me to ask you whether or not the A.A.F. will supply this transport service.

R. S. EDWARDS
Vice Admiral, U.S.N.
Chief of Staff

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Report of Visit to European Theater of Operations.

AC/AS, MM&D

AC/AS, Plans

1

EWT/jw/5834

As the matter inclosed in the attached letter from Colonel H. Paul Dellinger all concern MM&D, we are sending you this report for information and necessary action.

Incl.
Ltr 10 May 44
frm Col. HPD w/incl.

JOE L. LOUTZENHEISER
Colonel, G. S. C.
Chief, Operational Plans Div.



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10 May, 1944.

SUBJECT: Report of Visit to European Theater of Operations.

TO : AC/AS Plans, Army Air Forces, Washington, D.C.

1. The following report is submitted as a result of a visit to the theater under authority of Temporary Duty Orders, Headquarters, Army Air Forces, Washington, D.C. dated 29 April, 1944. In general constant liaison between this theater and Headquarters, Army Air Forces, Washington, D.C. and Headquarters, Air Service Command, Patterson Field, Ohio, has taken care of all emergencies as they have arisen. All critical shortages have been submitted on emergency request or otherwise and so are well known in the States. The following items, however, should be further emphasised and are matters concerning MM & D:

a. 20# Bombs, Cluster -

(1) 5,000 tons are now in the theater, enough for one day's operations if the Air Forces went all out for that particular type of bomb. It is desired in the coming invasion to use that type all out insofar as it is practicable to do so. 75,000/100,000 tons could conceivably be used advantageously during the first 30/60 days.

(2) A very simple adapter (M-12, cluster type) for joining bombs in clusters has been requisitioned to drop 100,000 tons. 5,000,000 of this adapter would be required.

(3) Too much emphasis cannot be made on getting those bombs and adapters to the theater as expediously as possible. Colonel Schwartz, Air Ordnance, has just returned from the States on this matter. General Knerr wrote a letter dated 26 April, 1944, subject: Supply of Bombs. Consumption does not reflect requirements at all, only past availability.

b. Table II's for P-38's and P-47's -

The Ninth Air Force is a mobile Air Force. It will have the duty of operating on the Continent immediately that sites are made available. Table II's carried with organisations will be the only source of supply during a very critical period. Even though the kits may be incomplete that part which is available will be essential. Requirements have been submitted.

c. Marenge cells for storage of gasoline -

Marenge cells are more readily adaptable than any other type of storage according to the Deputy Chief, IX Air Service Command.

d. Allison Engines -

1,400 Allison engines have been computed to be the requirements of the Ninth Air Force for P-38's. This is based on an operational experience of 50 hours per engine and experience at Salerno. Engines in the theater now meet hand-to-mouth needs. [redacted]

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Ltr. to AC/AS Plans, AA[redacted], Washington, D.C. subj: Report or Visit to European Theater of Operations, dated 10 May, 1944. (Cont'd)

e. Rolls Royce 1650's for Mustangs: 2600-11's for A-20's -

Both are in critical supply for this theater. Speeded up delivery is badly needed.

2. The following notes are not complaints but should be of value for planning purposes to the Departments concerned:

a. Stock Levels -

The so-called "McNarney Directive" for stock levels is not felt to be practicable for this theater. At present 90 days stock level in Base Depot is the goal, 30 days in Advanced Depots, and 15 days in Sub-Depots. 60 days level for the theater is considered to be unreal. Experience shows that 120 days are required between requisition and receipt of item on routine requisitions.

b. Publications Distribution -

(1) T.O.'s and Air Corps Forms and publications are being received in quantities of 1,700 per item which is sufficient. An AGO Section is established in the same building for the purpose of handling AGO, QMC, Medical etc. The organisation is presently amicable but it seems to be a duplication of effort and a waste of manpower. That is a theater problem however. SOS reproduces all AGO and WD Forms, circulars, etc. in the theater. It is satisfactory. 2/3 weeks sometimes are required for replenishment purposes.

(2) 16 mm. equipment has just arrived at Burtonwood for the purpose of enlarging 16 mm. negatives which were to have been sent from the States of drawings, T.O.'s and other publications. Just as this equipment arrived word was received to disregard it inasmuch as the job is to be done with 35 mm. equipment instead.

c. Electrically Heated Flying Clothing -

There should be 1½ pairs of shoes and 2 pairs of gloves for each of the 40,000 flying suits scheduled for current shipment according to planning personnel.

d. Jettisonable Fuel Tanks - Fighters -

For computing requirements 60 airplanes per Group should be used instead of 50. The need is for 150 gallon and 75 gallon capacity tanks. Also for P-47's there should be 110 gallon tanks. They are now using British 108 gallon paper and steel types. They are buying steel 150's. 75 gallon types only are critical.

e. Salvage - Air Forces Materials -

Burtonwood, AAF Base Depot, now has complete facilities for processing P-38's, the only Fighter now being so processed for return to the States from this theater. Lumber being critical in this theater it is impractical to figure on crating anything for return. Any aircraft scheduled for return should be loaded aboard aircraft carriers.

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f. Airfield Lighting -

(1) There are now 7 installations of high intensity airfield lighting equipment. There are 82 sets on requisition for the U.K. which will be sufficient to provide the Ninth with sets to carry to the Continent. The British now want 52 Sets.

(2) The people here desire a simplified name for the equipment to be used both for conversation and for correspondence. They say they are going to adopt one in the theater to be used in official correspondence in the absence of a suggestion from the States. The suggestion for an official short name has merit and if done should be done immediately in order to get standardisation for all theaters before local identifiers are established.

(3) A Major Harding and Commander Simpson from Washington have recently been in the theater on this same subject.

(4) Minutes of the 10th Meeting of the Airfield Lighting Committee held on 3 April, 1944, are attached for information on the trend of thinking.

g. Radar Maintenance Teams -

This theater does not desire bulk allotments of personnel for augmentation of Radar maintenance teams. They do not feel that such flexibility is presently necessary. This theater now consists of complete teams. There are no casuals in the theater.

h. Efficiency of Bombs and Fuses -

There is no data compiled in the theater that would give an accurate picture of the efficiency of bombs and fuses, either enemy or friendly. For the sake of using a number, it is estimated that U.S. bombs and fuses are 98% efficient, and that the enemy bombs and fuses are approximately 92% efficient. This is based on general observation from pilots returning from missions after observing their own bomb-bursts on targets and on a rapid estimate of those duds found after having been dropped on U.K. targets.

H. PAUL DELLINGER,
Colonel, Air Corps.

1 Incl: Minutes of the Tenth Meeting of the Airfield Lighting Committee dated 3 April, 1944.



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3 May 1944

MEMORANDUM FOR GENERAL KNERR:

Subject: Extract from Minutes, of the General Council

1. The following is an extract from the Minutes, Meeting of The General Council, 25 April 1944, for your information:

"REMARKS OF THE DEPUTY CHIEF OF STAFF

1. Observations on Conditions in ETO

** ** ** ** ** ** **

General McNarney remarked to General Giles that he had heard some concern expressed over whether or not there was an adequate supply of bombs. General Giles replied that the last time he checked it, there was a 8-month supply at that time of most all assortments of bombs, but that he would check again. General McNarney said that General Vandenberg in the Ninth Air Force had uncovered some information on the bomb supply, and that the AAF should get in touch with him to see that the matter is straightened out."

EARL W. THOMPSON
Colonel, GSC
Chief, European Branch,
Operational Plans Division

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1. In attached paper on doctrine for employment of bombers and fighter bombers in cooperation with ground forces, following concepts are developed:

a. Air Superiority must be maintained if possible, but this factor may be over-rated as shown by German experience.

b. Ground-air plan must be evolved, by ground commander indicating effect he desires achieved with air commander determining methods and targets. On occasion ground plan must be adapted to air plan.

c. Main function of all classes of bomber aircraft in land campaign is interference with movement of enemy forces and supplies. Methods and procedures for destroying roads, railroads and sea lanes are examined in detail.

d. Bombers should be employed in battlefield with view to preventing movement of reserves, fuel ammunition, rations and warlike supplies generally.

2. This paper contains much new and important material.

3. Suggest you refer document to OCR for necessary action and for reference to other AAF agencies concerned.

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PUBLICATION OF AIR DOCTRINE IN THIS THEATER

There is enclosed a paper which is being published as an Operational Memorandum by the Supreme Allied Commander in this theater as an air doctrine. It was felt that this paper would be invaluable to acquaint ground, sea and air commanders in all echelons with the principles of employment of air forces. Prior to its publication it was studied by all Air Force Commanders and the result is the common view. It cannot be said that there is any dissent on the part of any responsible Commander. It will be noted that this coincides very closely with the recommendation which General Clark and I made through the Supreme Commander to the War Department on the training program for air support.

1 Incl: Paper on air doctrine



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ALLIED FORCE HEADQUARTERS

OPERATIONAL MEMORANDUM NUMBER:-

[redacted] by authority of S.A.C. in C. Med.

SUBJECT:- THE EMPLOYMENT OF BOMBERS AND FIGHTER-BOMBERS IN COOPERATION WITH THE ARMY

INTRODUCTION:- 1. The object of this memorandum is to summarize the experience of combined air and land operations in ITALY during the past six months, and to set out certain principles which are to be accepted as the basis for planning and execution of such operations in the MEDITERRANEAN theater.

It deals principally with the activities of the Tactical Air Forces, whose primary function is cooperation with the Armies; it must be remembered, however, that they constitute only one arm of the Allied Air Forces in this as in other theaters. The Strategic and Coastal Air Forces and the squadrons engaged in special operations all have their own part in the major strategic scheme; but units from each of them are called upon from time to time to support the Tactical Air Force in its operations with the Army.

AIR SUPERIORITY:- 2. A very high degree of air superiority has been attained in this theater and it goes without saying that this must be maintained. The subject will not be dealt with in this memorandum further than to make two points:-

(a) The enemy have proved that a determined and efficient Army can fight well in defence, even when the air is almost completely dominated by the enemy. The effect of such superiority, in itself, should therefore not be over-rated.

(b) A situation in which adequate air defence can be provided only by a system of standing patrols is extremely uneconomical in air effort and diverts aircraft from other urgent tasks. The early provision of advanced landing strips and radar facilities is, therefore, a matter of urgent importance and this should always be borne in mind in forward planning.

PLANNING AND SELECTION OF OBJECTIVES 3. It is the duty of the army commander to indicate to the air force commander the effect he wants achieved to further the operations of the land forces, and when he wants that effect achieved. The method of achieving it and the actual selection of targets is the responsibility of the air force commander

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who will make appropriate use of the available expert advice and information from Intelligence sources.

Success in a modern battle on land, however, involves a combined land and air plan. Army and air force commanders therefore must work in the closest consultation throughout all stages of the formulation and execution of the plan, to ensure that the land and air operations interact to the best advantage; to this end it may be necessary to adapt both the timing and location of operations on the ground to assist and take full advantage of operations in the air.

AIR ATTACK ON COMMUNICATIONS, GENERAL:-

4. The main function of all classes of bomber aircraft in a land campaign is to interfere with the movement of enemy forces and their supplies. This involves (a) sustained attack on the communications, railroad, and sea between the enemy's sources of supply and his forward areas; and (b) during active stages of the land battle, whether in attack or defence, the 'isolation' of the battlefield from enemy reinforcement and supply.

5. Action against the three main means of transportation is complementary, and its efficacy can be made cumulative by careful planning. The railway, as the biggest carrier, is the most important objective. But action against railways has an indirect effect on road transportation since it throws an added load on the enemy's M.T. resources which, in itself, leads to increased consumption of one critical item of supply i.e. fuel. Action against railroads and roads makes sea supply more important and thus creates favourable targets for aircraft and light naval forces.

RAILWAYS:-

6. The selection of objectives in a railway system will vary with the circumstances, the density and vulnerability of the system and the time by which the action is required to take effect. In general, there are two main courses of action:-

(a) For long-lasting effect; the destruction of major rail centers which contain not only important marshalling yards - and hence unusually important concentrations of loaded wagons - but also the main loco and rolling stock repair facilities, workshops and servicing sheds, and centers of traffic control and inter-communication. These objectives will frequently be beyond the range of medium bombers and they are usually very suitable for attack by heavies. They may sometimes profitably be attacked at night. It is sometimes possible to select objectives in this class on which successful attack will also temporarily block the current flow of supplies - as at BERNOA and PADUA which are on the main line of supply from GERMANY to the ITALIAN front. But at least one through line can always be cleared in a large railway center, and the object of attack on these objectives is not to block the current flow but to effect long-



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term disruption and dislocation of the whole system; for

(b) short term effect, therefore, it can, only be supplementary to sustained attacks against selected vulnerable points on all the railway lines between rearward depots and railheads, such as those recently executed against the railways south of the PISA-RIMINI line, aimed at cutting or blocking the lines. This course has the incidental effect of causing a congestion of traffic in the marshalling yards further back and thus creating profitable targets. But its main object is to reduce the supply of the day to day requirements of the armies to a point where they are compelled to withdraw or at least are unable to offer prolonged resistance to an offensive on the ground.

Objectives in this class, which are at relatively short range and call for a high degree of bombing accuracy, are suitable for medium, light and fighter bombers. They are not normally suitable for night attack.

7. Attacks under 6 (b) above should be supplemented by intruders and light bombers at night attacking trains on the move. Suitable targets may also sometimes be found in the form of minor marshalling yards where bombing will not only cut the tracks but also destroy loaded wagons and dislocate servicing facilities, the signalling system and so on. But the principal method of attack in this category is to make and maintain definite breaches in the railroad, where the enemy must unload the train, transfer the load to M.T. and by-pass the breach. The enemy can be relied upon to work at high pressure to repair these breaches, and the most suitable points for attack are therefore those where repair will be most difficult and will take longest. From this point of view junctions and marshalling yards are the least suitable for attack, by far the best being bridges, which recent experience has shown can be effectively cut by medium bombers at normal altitudes, and by fighter bombers flying low. The aim should be to complete interdiction of all the railway lines leading to the front. The cuts nearest to the front should be made sufficiently near railheads to make it not worth while reloading on to trains forward of the cut, and sufficiently far back to throw the heaviest possible strain on the enemy's M.T. Each line should be cut in several places, suitably selected in depth, so that the enemy is faced with the alternatives of taking the whole load on his road transportation or of organizing a number of road by-passes on each line - either of which will involve an intolerable strain on his M.T. vehicles, fuel and time. M.T. vehicles employed on these road by-passes present suitable targets for light bombers and intruders at night, as well as for fighter bombers by day.

8. The proportion of the total potential capacity of a railway system - even of such a relatively sparse system as that in central ITALY - which is needed to supply the essential needs of a substantial GERMAN army such as that now holding the line South of



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Rome is small. One days supplies for such an army and its supporting air forces can be carried in a few train loads. It is therefore essential not only to cut all the railways but to keep them cut for the length of time required to achieve the object stated in para. 6 above. Cuts must be kept under constant observations and either attacks must be renewed when repairs are approaching completion or a fresh cut effected elsewhere.

It follows that this form of attack on communications is particularly susceptible to weather conditions. A spell of bad weather may enable the enemy to get through sufficient trains to build up his reserve stocks of all kinds with the troops and in the forward depots, and thus to nullify the effects of prolonged and perhaps costly activity by the Tactical Air Force. It is in this connection that fighter bombers are of particular value in maintaining the pressure since they can operate in weather which would be quite impossible for mediums. This raises two points of great importance which must always be borne in mind:-

(a) The daily tonnage of all supplies, except rations and fodder, required to support an army and to maintain its reserve stocks at a safe level is directly dependent upon the intensity of the operations in which that army is engaged. An army on the defensive which is not being subjected to any pressure uses only a fraction of the supplies which it must expend if it is fighting intensively, and the effect of air action against its communications is proportionately less serious. During an air offensive of this nature, therefore, the army must whenever possible support the air force by maintaining pressure on the enemy, thus forcing him to expend fuel, ammunition, engineering stores etc., while the air force is preventing him from replenishing his supplies.

(b) It is not always possible, when the number of available divisions is limited, for the Army to be constantly on the offensive with the object of forcing the enemy to expend supplies. At the same time the Air Force cannot be expected to sustain this very intensive form of operations indefinitely involving as it does a high rate of attrition in aircraft and crews. When therefore a period of comparative inactivity on the ground becomes necessary - as for training and regrouping before an offensive on the ground - the timing of the air offensive against communications is a matter for the nicest judgment. The balance must be struck between, on the one hand, allowing the enemy to build up reserves in the forward areas to a point which will make the object of the air offensive almost impossible to achieve and, on the other hand, exhausting the Tactical Air Force to an extent which will weaken its capacity



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to meet the exacting demands of support for the ground offensive when it is launched.

ROADS:-

9. Whereas in attack on railways the main target is the railroad itself rather than the traffic using it, on the roads the reverse is true. Except for medium and large bridges and viaducts on important highways, which are often targets of the first importance, roads are difficult to cut or block for any length of time. It is generally true to say that (again excepting large main road bridges) attacks on roads themselves are only profitably at bottlenecks, such as in villages, when the resultant temporary barrier may create useful targets in the form of a block of vehicles. On the other hand the destruction of M.T. vehiceles using the roads is an essential supplement to action against rail communications. The enemy is known to be short of M.T. and the more effective our attack on his railways the more vital will be his dependence on road transportation. We have conclusive evidence that fighter bombers by day with cannon and bombs, supplemented by intruders and light bombers by night, can impose a rate of wastage by destruction and damage of M.T. vehicles that is a factor of real importance in any offensive against communications.

Opportunities seldom present themselves for attack on formed bodies of troops on roads, except occasionally in the forward areas actually during a battle. But the movement of important reserves over appreciable distances is usually done by M.T. at night, and may form a profitable objective for light bombers in the critical stages of a battle when the enemy may be expected to be moving his reserves.

SEABORNE SUPPLY:-

10. Experience in ITALY has shown that, when the enemy feels the pinch on his rail and road communications, he turns increasingly to sea-borne supply in light craft of all types using every available port of any size and even unloading over beaches. This, of course, can never be a substitute for rail or road transportation particularly anywhere near the front; but it does constitute a useful supplement to land communications. This form of sea-borne supply is very difficult to stop. The movement of enemy shipping can be, and has been, stopped almost completely by air attack during the hours of daylight. But aircraft cannot be relied on to stop small vessels moving at night; and unless sufficient light naval forces of a suitable type (including minesweepers) can be made available, a certain amount of shipping will always get through. The use of medium bombers at night for mining the harbor approaches and inland waterways will sometimes be effective in disloacting waterborne supply.

Harbours are not normally good bomber objectives. Ships can be sunk in harbour, port facilities destroyed and approach roads and railways blocked, but it is almost impossible to prevent the use of a harbour and thus cut a line of sea supply in the same way as a line of rail supply can be cut by destroying a bridge. Nevertheless this sea-



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borne supply may be so important, especially when the enemy is working to a fine margin, that his ports cannot be ignored. Action against his ships at sea must, therefore, be supplemented by bombing the ports where they load and discharge. Unloading is done to a considerable extent at night, and harassing attacks by night bombers, in addition to destroying a certain amount of supplies will cause delays and dislocation in the unloading and turn round of ships, and thus reduce the volume of supply that can reach the armies by this means.

THE EMPLOYMENT OF BOMBERS ON THE BATTLEFIELD

11. From the foregoing certain principles emerge affecting the employment of bombers during a land battle:-

(a) The proper function of bombers of all classes is to prevent or interfere with movement of reserves, fuel, ammunition rations and warlike supplies generally.

(b) This movement can mostly be found and can most effectively be dealt with in the enemy's rear areas and on his lines of communication, beyond the range of artillery. On the battlefield itself movement is too dispersed to present a favourable target for bombers; and in any event interference with it will normally be too late to affect operations.

(c) Heavy and medium bombers should very rarely be used on the battlefield. Exceptions include a critical situation in defence, as at Salerno, or to precede a large-scale amphibious landing against beach defenses. It is emphasized that these are rare exceptions.

(d) By demolishing buildings, blocking roads with debris and making deep craters, air bombardment tends to create obstacles to movement by our infantry or tanks - obstacles which are still suitable for defence by determined infantry and antitank gunners.

(e) Even light and fighter bombers will usually afford more valuable assistance to the advance of the land forces if they are used in the enemy's back areas, beyond the range of our artillery. There may be rare occasions, in terrain approximating to that of the North African Desert, when lack of cover enables fighter-bombers to take advantage of targets of opportunity in the enemy's forward areas. And in the crisis of the land battle there will be some targets, such as key artillery positions in ground dead to direct observation and fire, which will be of sufficient importance to justify the use of fighter bombers even within the range of our artillery. But as a general rule they should not be used against gun positions, strong points or fighting troops on the battlefield which can be engaged by artillery. Even in the actual assault, therefore, calls for close battlefield support fighter bombers should be reduced to the absolute essential minimum, so that they may be concentrated at the critical time





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against enemy movement where it is important - in his immediate back areas where reserves and supplies may be expected to move. In periods of inactivity on the ground armies must do without close air support altogether in order that every available aircraft may be employed on the offensive against enemy communications.

When fighter bombers are used against battlefield targets it is usually advisable to give them as free a hand as possible, briefing them clearly on the effect they are likely to achieve but not tying them down too closely with pre-conceived orders designed to meet a situation which may have changed by the time they get into action.

12. On very rare occasions when it may be considered necessary to use medium bombers to supplement the artillery preparation for an attack which should only be when it is considered that the available artillery is inadequate for the task - it is important that all concerned should be fully aware of the implications.

The bomb has a far higher charge weight ratio and hence greater blast effect than a shell of equivalent size; a concentrated air bomberdment will therefore bring to bear a weight of explosive in a very short space of time which would take much longer if fired by a concentration of artillery. But, apart from a greater blast effect, the eventual result will be substantially the same. Neither form of bombardment can be expected to eliminate all resistance and enable the land forces to advance without opporition; dug-outs and other underground shelters will afford at least a measure of immunity from either; and neither will reduce stone buildings to a condition in which they will not serve as cover for stout-hearted defenders when the bombardment ceases. Moreover, as pointed out above, heavy bombs will reduce houses to piles of rubble that will block streets and make them impassible for tanks and difficult even for infantry; and, especially in country where the water level is close to the surface, they will make craters that become very effective anti-tank obstacles and require bridging before they are passable to vehicles of any description.

In weighing the use of pattern bombing on the battlefield as against communication targets, it must also be remembered that, though one bomb may hit a strong point or gun position, the remainder of the pattern may be entirely wasted. Against a target like a railway junction or marshalling yard, on the other hand, almost every bomb of an accurately laid pattern can be relied upon to do damage.

13. Nevertheless there may be rare occasions when these disadvantages are considered acceptable and heavy air bombardment included in the plan for the assault. The effect of such bombardment as a climax of an artillery preparation may be very demoralizing, but it will be flee





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ting. On such occasions therefore the initial assault must be timed to go in immediately the bombardment stops so as to catch the surviving defenders while they may be expected still to be somewhat dazed by the effect of the bombardment; and it must be in sufficient strength to make sure of smothering the defenders. Where the position is highly organized, mopping up must be carefully planned; and if the conditions are such that the bombardment is likely to produce obstacles to free movement, infantry must form the bulk of the assaulting force.

14. Normally, however, all classes of bombers will contribute best to the success of an offensive on the ground if they are used:-

(a) to keep open the cuts that have been made in the enemy's rear communications during the preparatory stage; so that when the time comes when he if forced to expend fuel and ammunition in a big way, he is given no relief or opportunity to replace that expenditure from his rear depots; and

(b) during, and for a short period prior to the attack on the ground, which may vary from a few hours to a few days depending on the situation and particularly on the value in that particular situation of the factor of surprise, to destroy the enemy's power of movement close behind the battlefield; to smash his headquarters and signals system, communication bottlenecks, dumps of fuel and ammunition, tank and M.T. repair shops, M.T. parks and forward railheads; in fact, to create a situation in which his capacity to move reserves of all kinds to meet the needs of the battle will be paralyzed.

By command of General WILSON:

Lieut. General,
Chief of Staff.

Official:-
HQ. M.A.A.F.
April 1944

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RWB/ac/72700
26 April 44

MEMORANDUM FOR COLONEL HALVERSEN:

Subject: Statistical Reports Desired by European Branch

Relative to attached R&R from the Statistical Control Division dated 20 April 1944 requesting a list of the Statistical Reports prepared by AAF field organizations which are desired by the European Branch, OPD, AC/AS, Plans following is a list of the desired reports:

SC - E 9
MD - A 47
MD - E 25
CR - U 2
SC - A 14
SC - A 18
SC - C 2
SC - C 3
SC - C 4
SC - C 5
SC - P 9
SC - P 11
SC - T 1
SC - T 3
SC - T 7
MD - A 1
MD - A 2
MD - A 3
MD - A 12
MD - A 20
MD - A 36
MD - A 37
MD - A 45
MD - H 1
MD - T 5
MD - T 7
MD - T 8
MD - T 9
MD - T 19
MD - T 20
SC - A 1
SC - A 2

RICHARD W. BONNEVALLE
Lt. Colonel, Air Corps
Executive, European Branch

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24 April 1944

MEMORANDUM FOR OPERATIONAL PLANS DIVISION:

Subject: Global Inspection Trip.

1. In view of the early departure of Generals Yount, Cousins, MacNaughton, and other members of their party on a global inspection trip similar to that recently made by General Kuter, it is desired that each of the Theater Branches designate a representative who will be prepared to brief this party on the following:

a. The current strategic and tactical situation in the respective theaters.

b. Specific information which it is desired the inspection party bring back from the respective theaters.

2. The briefing is scheduled for 1400 hours on 27 April 1944 in the Air Staff Conference Room (3E-1046) and will be accomplished in approximately one hour, about fifteen minutes being allotted to each theater branch.

JOE L. LOUTZENHEISER
Colonel, GSC
Chief, Operational Plans Division

Chief, European Theater Branch _____

Chief, Pacific Theater Branch _____

Chief, C. B. I. Theater Branch _____

Chief, Western Hemisphere Branch _____

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20 April 1944

SUBJECT: Accomplishments of the Respective U. S. Army Air Forces Assigned to Theaters of Operations.

1. In connection with a pending Congressional investigation, it is desired that there be prepared and submitted to me by 1645 tomorrow, 21 April, 1944, a brief summary of the accomplishments of each of the Air Forces in your respective theaters of operations.

2. These summaries will not exceed one page (legal size) in length and will be designed to give a clear and concise picture of the respective Air Forces' contribution to date.

JOE L. LOUTZENHEISER, Colonel GSC
Chief, Operational Plans Division

Chief, European Theater Branch _____
Chief, C.B.I. Theater Branch _____
Chief, Pacific Theater Branch _____
Chief, Western Hemisphere Theater Branch _____

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## EIGHTH AIR FORCE

The Hq and Hq Sqdn, Eighth Air Force, was activated at Savannah, Ga., on 28 January 1942. This unit arrived in the U.K. on 12 May 1942, commanded, until February 4, 1943 by Lt Gen Carl Spaatz. Until 1 January 1944, when it became part of USSTAF, it was commanded by Lt Gen Ira Baker, and since 15 January, it has been commanded by Lt Gen James Doolittle.

On 16 June 1942, this Air Force consisted of one heavy bomb group, (B-17's), two fighter groups, (one T/E, and one S/E), and one separate light bomb squadron.

The debut of American Airmen over occupied countries was made 4 July 1942, when 6 Bostons (A-20's) participated with a like number of RAF craft in a raid on De Kooy airdrome in Holland. The first heavy bomb mission, marking the beginning of the epic of daylight raids or engagements (the feasibility of which had been greatly disputed) was on 17 August 1942 when 12 B-17's dropped 18 tons of bombs on the rail marshalling yards at Rouen.

From that day to this, the growth and progress of this Air Force has been steady. As of 4 April 1944, there were 34 heavy groups and two squadrons in the 8th Bomber Command - some 2,364 aircraft and 2,417 crews. By April 30, a total of 40 heavy groups and two squadrons will be deployed in the U.K. The Eighth Fighter Command has 13 long range fighter escort groups involving some 1,002 aircraft and 1,228 crews. This unit is assisted in its escort missions by some of the 19 groups assigned to the Ninth Air Force. (As of 1 January 1944, all the medium bombardment units, reconnaissance units, and troop carrier units were assigned to the Ninth Air Force, which is the Tactical Air Force in the U.K.). On 31 March 1944, the Eighth Air Force had assigned a total of 207,487 personnel.

The mission of this huge Air Force, operating under the Combined Chiefs of Staff for whom the British Chief of Air Staff speaks, has been the progressive destruction and dislocation of the German military, industrial, and economic systems, and the undermining of the morale of the German people. Initially the effort was devoted primarily to the destruction of submarine construction and repair facilities. Other targets in order of priority were the German aircraft industry, transportation, oil plants, and other industrial targets. Ball bearing installations, synthetic rubber plants, automobile factories, communications systems, and the grinding wheel industry have each had a place on the target priority list.

Pursuant to this directive, the Eighth Air Force has, since its inception, dropped 106,027 tons of bombs, dispatched 115,249 aircraft sorties (56,775 heavy bombers and 54,167 fighters), lost 1,792 aircraft (1,248 heavy bombers and 517 fighters), and destroyed 6,358 enemy aircraft in aerial combat. It has operated with distinction in gigantic air battles on a scale never before dreamed over Regensburg, Schweinfurt, Berlin, Hamburg, and a myriad of other German targets. It has ranged almost at will over the entire continent, blasting at German industry and defying all efforts to deny it freedom of the skies. It has reduced the general level of industrial production by an estimated 15%; it has reduced the output of the aircraft industry by something over 50%; it has cost the Germans some 25% of their ball bearing output; it hampered the submarine construction to considerable extent; it reduced the oil output by some 60,000 tons in 1943; and in the same year it reduced the amount of synthetic rubber by 20,000 tons. (From 170,000 to 150,000 tons). It is now operating under Gen Eisenhower in preparation for invasion. Its objective is further reduction of the GAF, isolation of the assault area by interdiction of transportation and communication, and direct supportof troops in the assault.

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## NINTH AIR FORCE

The Ninth Air Force was activated in the Spring of 1942 and assigned to the Middle East as the situation was critical and declared hopeless without strong air forces.

In Summer of 1942, the first combat units of the Ninth Air Force arrived in the Middle East and the organization of the Ninth Air Force, under Major General Lewis H. Brereton, became official. The combat units assigned were the 98th Bomb Gp (H), 12th Bomb Gp (H), 57th Ftr Gp, and the 323 Service Gp.

The 98th Bomb Gp (H), operating from Palestine, was immediately put to the task to cut the German supply line. The 12th Bomb Gp and the 57th Ftr Gp were assigned to the Desert Air Force to support the British 8th Army.

The Heavy Bombers' efforts were very successful and the supply lines were rapidly cut and were continually harrassed by the Heavies who operated under the 9th Bomber Command.

The U.S. Fighters in the first month of operation in the desert equaled and soon bettered the record of the more experienced Allied Fighters by claiming 40% of the victories with only 12% of the force. The 12th Bomb Gp soon took its place amongst the leaders of the Army support units and operated with marked effect against the enemy.

The 323 Service Gp was ingenious in supporting the Ninth Air Force and through its untiring efforts contributed much to the brilliant achievement of the 9th Air Force.

From Egypt to Sicily, with the 8th British Army, the Ninth Air Force achieved many brilliant feats; notably, the Ploesti mission by the Heavy Bombers, and the "Cape Bon Massacre" by the 57th Fighter Gp when on one mission they destroyed 79 enemy aircraft in aerial combat.

During the Ninth Air Force's move across the Desert, its forces were swelled by the addition of the 376 Heavy Bomb Gp, the 79th and 324th Fighter Gps and the 340th Bomb Gp (M).

The total sorties flown by the 9th Air Force, from its first combat until August 1943, when its units were transferred to the 12th Air Force, were 27,080. The total tonnage bombs dropped in the same period 20,137, and 610 enemy aircraft destroyed in aerial combat, against 227 A/C lost in combat.

The Ninth Air Force was inactivated in North Africa and reestablished in the U.K. on 16 October 1943. In the U.K., it has already flown 23,113 sorties; dropped 14,036 tons of bombs to 31 March 1943.

Thus, we have preserved the name of the Ninth Air Force with its fine tradition so well earned in the desert to carry on as the U.S. component of the AEAF in Europe.

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## TWELFTH AIR FORCE

The Twelfth Air Force was activated September 23, 1942 under the command of Brigadier General James H. Doolittle. It is now commanded by Major General John K. Cannon.

The mission of the Twelfth Air Force was to provide air units for the planned North African campaign. Most of the aircraft and air units were provided by stripping the newly born Eighth Air Force in England.

The task of flying a newly created air force into a vast assault area was monumental. The North African campaign has been an Allied Operation which involved complex problems of control with the R.A.F. units.

On February 20, 1943, a new command system was inaugurated, dividing the Twelfth Air Force for operations only into Tactical and Strategic Air Forces. This event foreshadowed the transfer of the Heavy Bombers with escort fighters of the Strategic component to the Twelfth Air Force on November 1, 1943. Since this date the Twelfth Air Force has been providing tactical air power to the Armies in Italy, protection to the convoys through Coastal Command, and Air Transport through the Troop Carrier Command. Among the major actions the Twelfth Air Force flew with distinction at Medjes El Bab, Pantelleria, Sicily, Salerno.

The Twelfth Air Force, prior to the invasion of Italy, received into its forces the units of the Ninth Air Force. The Twelfth Air Force furnished the initial units to the new Fifteenth Air Force and also furnished two fighter groups, one medium bomb group and one service group to the China-Burma-India Theater.

On the first of January 1943 the Twelfth had 534 aircraft. Today they have 1,884 operational aircraft, including the aircraft of the Fifteenth Air Force present in this theater for purposes of comparison.

The Twelfth has flown 191,599 sorties to March 31, 1944, dropped 87,825 tons of bombs. Together with the Fifteenth they have destroyed 3,377 enemy aircraft in the air against a loss of 1,524 in aerial combat. They have destroyed 911 aircraft on the ground.

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## FIFTEENTH AIR FORCE

The U. S. Fifteenth Air Force was activated on 1 November 1943 under the command of Major General James H. Doolittle. It was intended to be, and is, primarily a strategic air force, employed against targets of the Combined Bomber Offensive as directed by the Combined Chiefs of Staff. With the U. S. Eighth Air Force, in the United Kingdom, it now comprises the United States Strategic Air Forces in Europe under the command and operational control of Lieutenant General Spaatz. The Fifteenth Air Force is now commanded by Lieutenant General Nathan Twining.

The Fifteenth Air Force was activated in the Mediterranean Theater of Operations with a view toward utilizing air bases in Italy for striking enemy targets beyond reach of aircraft based in the United Kingdom, the better flying weather in that theater as compared with the frequently inclement conditions in the United Kingdom, and toward forcing a redistribution of the German Air Force in western Europe. The latter intention contemplated a resultant weakening of the enemy's air strength at any given point, which would consequently facilitate its destruction.

As a strategic air force, the primary mission of the Fifteenth is the progressive destruction and dislocation of the German military, industrial and economic system, the disruption of vital elements of enemy lines of communication, and the material reduction of German air strength which might oppose our strategic bombing or an invasion of the European continent. The Allied Commander-in-Chief of the Mediterranean Theater was authorized by the Combined Chiefs of Staff to utilize this air force for other than its primary mission when, in his opinion, such action is required by a strategical or tactical emergency.

The Fifteenth Air Force was organized in southern Italy with an initial strength of 6 heavy bombardment groups and 2 long range fighter groups, previously assigned to the Twelfth Air Force in North Africa. The ultimate strength, to be reached by 31 March 1944, was to be 21 heavy bombardment groups, 7 long range fighter groups and 1 reconnaissance group. Except for two fighter groups remaining in the Twelfth Air Force until reequipped with long range aircraft, this strength has been reached.

On 31 March 1944 the personnel strength of the Fifteenth Air Force totaled 81,562. This included 1,745 combat crews of which 1,356 or 78% were operational. Combat aircraft numbered 1,459 of which 1,094 or 75% were operational.

In the first five months following its activation, the Fifteenth Air Force dispatched 31,998 aircraft sorties on combat missions which dropped 39,196 tons of bombs on enemy targets. Up to 31 March 1944, the Twelfth and Fifteenth U. S. Air Forces together had destroyed 4,288 enemy aircraft in operations in the Mediterranean Theater.

From its bases in Italy the Fifteenth Air Force has struck vigorously against the Combined Bomber Offensive targets in southern Germany and Austria. Some of the missions have been coordinated with the Eighth Air Force in England in joint attacks on targets within the range of both organizations. These attacks have been instrumental in crippling German production of vital war materials, notably aircraft and ball bearings. Numerous missions have also been flown against enemy supply and communications targets in Italy, some of which were bombed as secondary or targets of opportunity when weather prevented the aircraft from reaching their primary objectives. This air force has played the dominant role in the "political bombing" of the Balkans, designed to weaken the Axis' will to resist in that area. Attacks on Danube river targets, Balkan rail communications, and refineries have substantially aided the advancing Soviet Armies by disrupting communications and supply facilities of the Axis forces on the southern portion of the eastern front. On several occasions the heavy bombers of the Fifteenth have been employed, along with the Twelfth Air Force, in direct support of our Armies in Italy.

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Bomb Bays and Bomb Racks.

AC/AS, OC&R

AC/AS, Plans

13 Apr 44

1

EWT/jw/5834

1. AC/AS, Plans concure in the recommendations in paragraph 4 of the attached Memorandum.

2. This is forwarded to you for necessary action.

Incl.
Memo dated
17 Apr 44.

JOE L. LOUTZENHEISER
Colonel, G.S.C.
Chief, Operational Plans Div.

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PS/ar

17 April 1944

MEMORANDUM TO: Colonel Loutzenheiser

SUBJECT: Bomb Bays and Bomb Racks

1. The B-17 type airplane is designed to carry in a normal manner

a. 24 - 100-lb. bombs or a total of 2400 lbs.

b. 16 - 250-lb. bombs or a total of 4000 lbs.

c. 12 - 500-lb. bombs or a total of 6000 lbs.

d. 6 - 1000-lb. bombs or a total of 6000 lbs.

e. 4 - 2000 lb. bombs or a total of 8000 lbs.

Because of this variation in ability to carry various types of bombs, tactical commanders are sometimes forced to select a bomb not because it is most suitable for use against the selected target, but because the load which can be carried is a maximum. For example, if a commander desired to attack a target with 100-lb. bombs, he would be forced to reduce the reported tonnage to about 40% of the tonnage which he could report if he used 500-lb. bombs. It is probable that the 500-lb. bomb is most used by tactical commanders because it permits the maximum number of bombs consistent with the maximum load. It is believed that all future airplanes should be so designed that equivalent weights of all types of bombs can be adequately carried in the bomb bay in order to give the tactical commander freedom in selecting bombs so as to obtain the maximum coverage as well as the maximum tonnage with all sizes of bombs.

2. Recognizing this situation, about a year ago there was initiated in the Eighth Air Force a program for the development of methods for carrying more than 24 - 100-lb. bombs in a B-17 airplane. As a result of this program, the M12 cluster adapter was finally standardized. This adapter permits carrying 40 - 100-lb. bombs in a B-17 airplane. The number of 100-lb. bombs which can be carried in B-24 airplane has been similarly increased by the M12 cluster adapters. The use of the M47 incendiary bomb was considered

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Memo to Col. Loutzenheiser, subj: "Bomb Bays and Bomb Racks"

practicable only after a clustering method had been worked out which permitted carrying 40 of these bombs in a B-17 airplane. All of these clustering methods introduce some additional hazard in carrying bombs in airplanes and still do not give a maximum loading efficiency.

3. Fighter Commands of both the Eighth and Ninth Air Forces have recently been endeavoring to improvise methods of carrying a maximum quantity of 100-lb. M1A1 bomb clusters on their airplanes. Accordingly, M12 cluster adapters are being used for carrying as many as five 100-lb. M1A1 bomb clusters on each bomb shackle of fighter airplanes. These clustering methods have not been used very much so far because they are not considered too safe. It is believed that bomb racks should be installed in each fighter airplane so that at least five 100-lb. bombs may be carried under each wing. Each bomb should be hung on a separate shackle. It is probable that the type of external bomb rack used in the A-17 airplane may be suitable. This rack has very little exposed surface to decrease the speed of the airplane on which mounted.

4. It is accordingly recommended that:

a. Bomb bays and bomb racks of future bombardment airplanes be designed so that equivalent loads of each size of bomb can be carried.

b. Fighter airplanes be designed so that a maximum number of 100-lb. size bombs can be safely carried under the fuselage or wings.

c. A study be initiated which may lead toward improving bomb bays of current bombardment airplanes and current fighter airplanes so that a maximum number of each size of bomb can be safely carried.

P. SCHWARTZ
Colonel, Ord. Dept.

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AC/AS, Plans
RMT/mc/5834
Rewtn 4/17/44

353 (Armd Center)(24 Feb 44) GNOCT

Subject: Recommendations for Night Training

To: Commanding General, Army Ground Forces, Army War College, Washington 25, D.C.

1. Your letter of 23 March 1944 requested the comments of the Army Air Forces on the method of night attack proposed by Colonel J. C. Fry and described in the attached booklet. The very interesting plan evolved by Colonel Fry is indeed one which would necessitate a great deal of training and planning of all units participating in its accomplishment. The success of the plan, as presented, depends entirely on a maximum of effective cooperation among all units of both Ground and Air Forces. It is noticed that there are no alternative actions provided to meet unforeseen failures or difficulties. It is believed that inclusion of greater flexibility, in the planning stages of an operation of this sort, would vastly increase its probability of success.

2. Colonel Fry envisions the Air Force as accomplishing the following missions during this operation:

a. Continuous reconnaissance of enemy positions prior and during attack, particularly photographic reconnaissance from low altitude.

b. Aerial bombardment immediately before the attack, concentrating on enemy artillery.

c. Aerial bombardment of adjacent areas during the attack to supplement artillery fire and to interdict enemy positions and communications.

d. The dropping of flares to disrupt enemy plans, to delimit the attack area, and to show the direction of flight for "gasoline" planes.

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e. The jettisoning from bombers of thousands of 50-gallon gasoline drums accurately within a limited area. This area would be moved forward as the attack advanced.

f. The dropping of paratroopers and the landing of gliders with airborne troops behind the enemy position, together with an air flare illumination for this operation.

3. It appears that an operation, such as that envisioned by Colonel Fry, would require a definite air superiority and a long period of planning by the same officers and air force units, so as to effect an extremely close cooperation among the units and an accuracy of timing. Because of limitation of personnel, equipment, and airfields, a "special" air force for this operation would appear impracticable. The tactical air force assigned to the particular theater would therefore be called upon to plan for and carry out this operation. This would require time for rehearsals and special equipment in order that it would have a probability of success. This would take the tactical air force away from its normal operations during a considereble period of time. It is therefore thought that operations which can be accomplished by the tactical air force of the theater with normal methods and equipment should be the basis of planning and deviations from that normal should be avoided wherever possible.

4. The following specific comments are offered as to the feasibility of certain aspects of the plan:

a. Problem: Carrying and Dropping 50-Gallon Drums of Gasoline in a Specific Area.

(1) The bulk and shape of a 50-gallon drum are such as to preclude the dropping of more than one or two per aircraft from any but heavy bomber types. The heavy bombers, B-17's and B-24's, of the Strategic Air Forces are not considered practicable for this operation; the medium bombers, B-25's and B-26's are part of the tactical air force which would normally be available for ground support. The development of special bomb racks or clamps for suspension of the drums within these airplanes, together with a special detonator is also indicated.

(2) Because of the unpredictable trajectory of a gasoline drum, it would be necessary to drop such a missile from an extremely low altitude if any considerable



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accuracy is to be achieved.

(3) The use of medium bombers at night, at altitudes and in an area in which light caliber anti-aircraft fire would be most effective, almost certainly would lead to high losses. These losses would be increased by the vulnerability and high explosive qualities of gasoline drums, even to small arms fire.

(4) Experiments are now being made to determine the value, as incendiary bombs, of gasoline drums as described by Colonel Fry. An informal, verbal report indicates that great success is not anticipated.

(5) Experiments are being conducted in dropping jettisonable fuel tanks, fused to ignite on impact, from fighter aircraft. While the practicability of using day fighters on an operation of this nature is open to considerable debate, it is possible for further consideration.

b. Suggested Substitutes:

(1) The use of the present type 500 pound incendiary bomb is suggested. While this bomb might not provide the area of conflagration obtained with a gasoline drum, it would provide a more persistent fire. Also, the fire bomb could be dropped with the same accuracy as other bombs, and in a great number.

(2) The use of aerial phosphorous bombs is also suggested.

5. a. Problem: Employment of Vertical Lights and Beacons to Provide an Avenue for our Aircraft to Fly Along to a Specific Area.

(1) After the first few aircraft had flown along the path, enemy anti-aircraft fire, both heavy and light, and night fighters would engage with deadly effect those which followed.

(2) Even in the event that our aircraft used the lights for a reference line only and did not follow a common course, enemy artillery and night fighters might destroy the lights in short order.



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b. Suggested Substitutes:

(1) Star shells fired by artillery onto the target could be employed as target markers for the aircraft. Upon sighting the star shell, the aircraft could drop flares to illuminate the target.

(2) Reference markers on the ground to give aircraft a definite position just before crossing the lines into enemy territory, could be contrived most successfully with burning drums of mixed gasoline and oil. This method was employed by the 8th British Army in the Western Desert campaign. The drums are spaced 5 to 10 yards apart to form a letter approximately 50 yards or more in length, at a prearranged point. Different letters being used at each point, this type of a marker proved to be easily visible, not vulnerable to enemy fire and burned for several hours.

(3) The problem of night navigation, either with land markers or with H2X or H2S, together with the use of flares from a PFF, should be discussed with the navigators of the air force actually assigned this mission.

6. Colonel Fry's plan undoubtedly would present numerous problems in coordination. It is believed, however, that they could be solved during an intensive training period if a "special" air force was provided. Rapid communications would be of the utmost importance. It would be essential that a mobile radio station for aircraft control be stationed at all times with the forward command post of the ground forces, to provide emergency control and liaison with the aircraft in the battle area.

7. Extensive tests were made in Tunisia along the general lines of a portion of the plan suggested by Col. Fry. Searchlights on the ground were crossed over the area of hostile batteries. Closely timed with the crossing of these lights PATHFINDER aircraft (Bostons, in this case) dropped baskets of normal 6-lb incendiary bombs which burned with a very destructive, very bright flame from six to ten minutes in the target area. Medium bombers which had been standing by then proceeded to bomb the area illuminated by the incendiaries. With careful timing, coordination and not excessive practice by leaders this method was proved to be operationally feasible. However, it was not employed in reaching hostile fortified positions in Tunisia because it was decided that the counter-battery effectiveness of a bomb barrage did not warrant the deflection of the position of the Tactical Air Force necessarily involved. As a general statement it was determined in those tests that night air attack will not solve the counter-battery problem.



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8. Fire bombs and demolition bombs were employed by the Desert Air Force in joint night operations with the British 8th Army in front of the Mareth Line. No armor or great amount of artillery fire, however, was employed in these particular operations. These attacks were designed primarily to distract the enemy while covering advances or withdrawals of Indian raiding parties, and to permit engineering parties to clear mine fields and other obstacles which were impeding day attacks.

9. No attempt has been made to compute the personnel, equipment, or number of airplanes necessary for this operation; however, it appears that it would be an "all-out" effort for several days for the whole of a tactical air force. It is possible that some of the tasks which Colonel Fry has assigned to the air force could be done by long range artillery, particularly in the dropping of flares, incendiaries, and of bombardment and immediate support within 20,000 yards of the ground forces. Beyond this distance, the use of the air force might be indicated.

10. In planning such an operation, it is suggested that the possibilities and limitations of a tactical air force, working in its normal manner with normal equipment and personnel, be given the greatest consideration. Colonel Fry's proposed operation does have merit, provided that the air force participation is adapted to methods which do not require extended periods of practice or inactivity for re-equipping. The Air Force is interested at any time to receive for consideration, contemplated plans such as that which has just been discussed.

For the Commanding General, Army Air Forces:

L. S. KUTER
Major General, USA
Asst Chief of Air Staff, Plans

1 Incl
Booklet, "Secret Weapon - 1944"
by Colonel James C. Fry, Inf.



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AFAEP
BJC/mc/72538
17 Apr 44

Air Chief Marshal Sir Charles F. A. Portal, G.C.B.,D.S.O.,M.C.
Chief, Air Staff
Air Ministry
Whitehall, London, S.W. 1

My dear Portal:

Your letter of 23rd March arrived during my absence. Thank you very much for your comments on the P.I.M. purchase of post war aircraft. At a time when we are having our usual share of troubles, springing from publicity, it was refreshing to read Air Marshal Peck's comments on the increased strength of the Luftwaffe. For a moment we were startled, until we recognized it's obvious value to a cover plan. From our point of view, the statement had its points as there continue to be elements in the American public who count the war as already won.

The structure of command which went into effect on the fourteenth of April seems to be as simple as it can be made. I hope it will prove in practice to be our best answer.

Luftwaffe

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MID/FL
WPB
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WAR DEPARTMENT
Military Intelligence Service
Washington, D. C.

SECRET

MID 350.2 Iran (30 Mar 44)

17 April 1944.

The Secretary of War presents his compliments to the Honorable the Secretary of State and makes reference to the Department of State's letter ME 811.22791/73 of 30 March 1944.

The Secretary of War is pleased to advise the Secretary of State that the training in United States Army Air Force training schools of a maximum of six Iranian military pilots can be done after the first of September 1944.

In connection with the above it is recommended that consideration be given to the following points:

a. That all such personnel be physically qualified according to United States Army Air Force standards.

b. That all such personnel have a fluent command of the English language. A fatal accident resulted in a previous case from an apparent inability upon the part of a foreigner to understand radio instructions, although he had a fair working knowledge of the English language.

c. If possible the personnel to be trained should have a background of military training.

d. That the training provided be the standard primary and basic courses and an advanced course as prescribed by the Commanding General, Army Air Forces that will interfere least with our own pilot training program.

e. Information should be obtained as to whether the personnel to be trained includes officers or enlisted men or both.

f. That financial arrangements (lend lease or otherwise) be made before training is begun.

Upon receipt of further information from the Secretary of State with respect to details of the proposed program the War Department will make such arrangements as are necessary for the accomplishment of the plan as outlined above.

CC: OPD,(OPD 350.2 (30 Mar 44) dated 13 Apr 44)
G-3,(WDGCT 353 (30 Mar 44) dated 15 Apr 44)
AC/AS, Plans
AC/AS, Training
AC/AS, M.M.&D., International Section.

djv

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HEADQUARTERS
UNITED STATES ARMY FORCES IN THE FAR EAST
Office of the Assistant Chief of Staff, G-2
Civil Censorship Detachment

16 April 1945
(Date)

CCS #PH/DAG 234

From: E. T. WESTLY
c/o Red Cross
Manila, P. I.

To: E. L. WESTLY, (CAPTAIN)
Royal Norwegian Air Force,
Kingston House, Princess Gate
London, S. W., England

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| CHO | |
| G-1 | |
| G-2 | ✓ |
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Date of Communication: 12 March 1945

Comment by: A. L. CATUBIG

Type of Communication: Letter

Number of Enclosures: None

Language: English

Disposition of Original Communication:
Passed..... X ..... Excised.....
Condemned..... Detained.....
Returned..... Submitted to.....

Number of Previous Reports

AVIATION, ALLIED: NORWEGIAN GOVERNMENT NEGOTIATES FOR U.S. PLANES IN WASHINGTON.

Writer states:

"...Hungerford wrote me a letter dated Febr.5th, in which he states that Eric was in Washington D.C. then, buying planes for the Norwegian Government."

MAY 21 '45 PM

FROM INTELLIGENCE DIVISION, ASF

Examiner: A. L. CATUBIG

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5-1-3945

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GHG/ch/6724
21 Feb 1944

MEMORANDUM FOR GENERAL JAMISON:

Subject: Request by Norwegian Government for Twenty PT-19 Aircraft

1. On February 1, 1944, Commander K. Ostby, the Air Attache in Washington for the Norwegian Government in Exile, attended an informal conference in this office. At this conference he stated that the operations of The Royal Norwegian Air Force Training Organization in Canada had been seriously retarded due to a lack of air trainees in Canada. It is estimated that there are approximately 2000 young Norwegian air trainees in Europe, awaiting evacuation to Canada for training. It is contemplated that facilities for evacuating these air trainees from Europe will soon be improved through U. S. aid.

2. Should a steady flow of trainees to the Norwegian schools be reestablished, it might well be presumed that additional training aircraft would be needed. This office has no current information on the facilities now available or present need for additional aircraft in the Norwegian schools in Canada.

3. If the Norwegian government can present satisfactory evidence of need for the aircraft at this time, it is recommended that the request be approved. If such evidence cannot be offered, and the request is made in contemplation of a flow of students which may or may not materialize the request should be deferred or the allocation of aircraft held in abeyance until it is known that the aircraft will be required. These recommendations are made on the premise that aircraft will be available for allocation to the Norwegians, and that the number of aircraft is consistent with the number of students to be trained.

JOE L. LOUTZENHEISER
Colonel, G.S.C.
Chief, Operational Plans Division

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17 Dec 1943

MEMORANDUM FOR: Colonel Joe Loutzenheiser

Subject: Norwegian Air Force.

1. Norway has two air forces - Army and Navy. Both are being trained in Canada under an Army Air Force Commander. Their personnel and units that have completed training are being employed in the U.K.

2. In the U.K. there are the following Norwegian Air Force (Army and Navy) personnel:

a. 2 squadrons of Spitfires, with complete ground crews.

b. 1 squadron of Sunderlands (4 engine flying boats) with complete ground crews. Operate 12 airplanes on anti-submarine patrol out of Shetland Islands.

c. 1 Flight of Catalinas (PBY) 3 airplanes. Operate around Norwegian waters and on convoy.

d. 1 Flight of Mosquitoes. Operate as reconnaissance, straffing, and bombers on Norwegian coast.

e. 1 Flight of Lodestars (transports) 5 airplanes. Operate to Sweden.

f. Numerous air force personnel wearing Norwegian uniforms serving in British units, such as fighters, night fighter and bomber.

3. In Canada Norwegian Air Force units are located at:

a. Toronto - Headquarters, Depot and Maintenance.

b. Muskoka - Primary Flying School (air and ground)

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c. Huntsville - Recruit camp and concentration prior to overseas shipment.

d. Various RAF Schools - where Norwegians get advanced training with Norwegian instructors on RAF equipment (ATC and Ansons) training for pilots, navigators, bombardiers gunners, etc. including anti-submarine training from Prince Edwards Island

*e

4. A total of approximately 2500 Norwegian Air Force personnel (Administrative, air crews and ground crews) have been trained and are now mostly in the U.K.

5. Air crews trained are estimated as follows:

| | |
|---|---|
| single engine pilots ..... | 230 |
| twin " "..... | 100 |
| navigators..... | 100 |
| radio operators. ..... | 63 |
| others..... | 57 |
| Total airmen | 550 |
| Less lost in action | 180 |
| On hand | 370 |

6. There are approximately 600 students in training in Canada now of whom 100 to 150 are pilots. The influx of students is being cut down due to reduction in personnel being brought out of Norway and to the demands of the other Norwegian services.

7. Primary training is being given at the Norwegian Training School at Muskoka on Fairchilds. The advanced training is on AT6's and Ansons (2-engine) of the RAF at RAF stations, using Norwegian instructors. Formerly an additional advanced course was given on Northrops and Douglases, but this equipment is no longer available. OTU training is being given in the U.K.

CHARLES M. TAYLOR
Colonel, GSC

*Montreal - RNAF Ferrying Detachment

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16 Nov 43

MEMORANDUM FOR COLONEL BALCHEN:

Subject: Norwegian Flying Personnel.

It is requested that you submit a brief estimate of the number of Norwegian flying personnel now available and also those in training. Your report should show, for the trained personnel, what types of aircraft they are qualified on, and their present assignments. Information is desired on all air crew members and ground personnel as well.

CHARLES P. TAYLOR
Colonel, G. S. C.

Norwegian

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16 Dec 1943

MEMORANDUM FOR: Colonel Joe Loutzenheiser
Chief of Operational Plans Div.

Subject: Norwegian Situation

1. As a result of recent conversations with various persons connected with the Norwegian situation, I have received the following impressions.

a. The Government of Norway at the time of the German invasion was not defense conscious, believing that Norway would not be drawn into a war after its 130 years of peace. It is possible that this Labor Government feared losing its control to a military government. The Labor Government of Norway and the Labor Government of Sweden were very friendly, but when Norway asked Sweden to help them, the Swedes were cold, even putting some of the Norwegian officials in jail for making speeches in Sweden.

b. The Norwegian Government in England is not particularly war minded and are not greatly respected by the Norwegian military.

c. Emphasis is being placed on the development and employment of the Norwegian Navy and the Merchant Marine. The Norwegian Navy is apparently well commanded and can tell the Norwegian Government officials what it intends to do. [redacted]. The Navy has been operating around South Africa, the Mediterranean and around the U.K. The Norwegian Army is small. Its training establishment is in Scotland and consists of about one battalion and six Generals. Some Norwegian troops fought in Libya but were forced to stop short of Sicily and Italy as Norway is not at war with Italy. Whatever personnel is brought out of Norway is placed in whatever service is most active and needs the personnel most. As a result of this, the Air Forces incoming supply of personnel has been materially reduced. Norway has two air forces - Army and Navy. Both are receiving recruit and primary and basic flying training in Canada. Formerly advanced training was given in Canada, but now the advanced is being given in England.

d. The Norwegian Government says that Norway will continue in the war and will fight Japan. This, however, has not been put up to the people of Norway.

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e. It is possible that the Norwegian Government officials in exile do not want an invasion of Norway for 2 reasons: first, because the damage to the country would supposedly be greater than in the case of a German voluntary withdrawal; second, because an invasion might result in an AMGOT form of government which would mean these officials would be out of control.

f. The Norwegian Government wants a Norwegian in on the planning of the Combined Bomber Offensive as they know appropriate targets in Norway. Also they believe the British have been somewhat careless in even their small scale bombing of Norwegian industry in that British-owned plants have not been bombed while Norwegian plants in the same category and same general area have been.

g. Norway, Sweden and Finland fear the USSR's aggression. Norway particularly fear that the USSR will come across northern Finland, possibly northern Sweden and across northern Norway to the area around Narvik to get outlets to the sea.

h. The iron ore in northern Sweden has made possible much of Germany's industrial expansion for war. Consideration should be given to denying this ore to Germany in the future. One means of doing this is to develop uses of this ore with nations other than Germany.

i. In planning any invasion of Norway, consideration should be given to the use of the hundreds of frozen lakes as landing fields for any type aircraft. The best months for the use of these lakes are March and April.

j. The Norwegian Air Force is bringing out Norwegians but the percentage of those brought out alloted to the Norwegian Air Force is small. They want to get some non-operational B-24's or B-17's to step up the flow of personnel.

CHARLES M. TAYLOR
Colonel, GSC
Chief, European Branch

[redacted]



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Chart on Organization and Function of Army Air Force Units

AC/AS, OC&R (Attn: Col. Baylor)

AC/AS, Plans, OPD Division, European Branch

1
JWH/mar/72538

In furtherance of your recent conversation in the UK with Colonel Jack W. Hickman of this division it is requested that this office be furnished with one copy of the Organization and Function Chart which you prepared on your recent trip to the ETO.

JOE L. LOUTZENHISER
Colonel, GSC
Chief, Operational Plans Division

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AC/AS PLANS
ACC/rf/6724
10 Apr 44

MEMORANDUM FOR DEPUTY CHIEF, THEATRE GROUP, OPD: (Attention: Colonel Barker)

Subject: Recognition and Identification of ATC Aircraft

1. Information from the Air Transport Command indicates that no reports, other than the short cables, have been received from the Admiralty in connection with the shooting down of the C-54 mentioned in basic communication.

2. No accident report has been submitted, nor responsibility placed in view of the foregoing.

3. A memorandum has been sent to the Commanding General, ATC on the incident, with the suggestion of a possible revision of the existing memorandums, regulations and letters dealing with recognition and identification. Suggestions as set forth in paragraph 3, basic communication, were passed on. Copy of this memorandum is attached.

For the Commanding General, Army Air Forces:

L. S. KUTER
Brigadier General, USA
Assistant Chief of Air Staff, Plans

2 Incls
Incl 1. Cy of Memo to Col. Loutzenheiser
Incl 2. Cy of Memo to CG, ATC

JOE L. LOUTZENHEISER
Colonel, G.S.C.
Chief, Operational Plans Div.

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WAR DEPARTMENT
WAR DEPARTMENT GENERAL STAFF
OPERATIONS DIVISION
WASHINGTON 25, D. C.

2 April 1944

MEMORANDUM FOR COL. LOUTZENHEISER, ARMY AIR FORCES:

Subject: Shooting Down of C-54

1. Gen. Hull is interested in knowing what action has been taken on CM-IN-633 from the British Admiralty reference the British Naval carrier fighters shooting down our C-54. Will you please let me know what action your people have taken on this?

2. There has been no indication as to whether our C-54 was flying over the carrier or over a convoy but from personal observation it seems as though our people in the combat zone are very careful as to their procedure in avoiding convoys and neutral territory while the people operating further in the rear, such as ferry crews and ATC people are not paying very much attention to it. The instance in question will undoubtedly bring the matter more closely to their attention. I would suggest instructions might go out in order to keep ourselves in the clear.

3. In connection with the instructions, definite and distinct turns to indicate to the convoy people an effort to avoid the convoy should be made by the airplane as soon as the pilot sights the convoy. Just altering the course a few degrees is not enough. Another point is whether or not proper steps have been taken in Newfoundland, the Azores and other points to inform appropriate naval authorities as to the movement of aircraft. Perhaps that can't be done, I am merely suggesting it.

J. DEF. BARKER
Colonel, G. S. C.
Deputy Chief, Theater Group, OPD

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MEMORANDUM FOR THE COMMANDING GENERAL, AIR TRANSPORT COMMAND:

Subject: Recognition and Identification of ATC Aircraft

1. In view of the recent loss of a C-54 to friendly fighters, a survey of the existing regulations, memorandums and letters, governing recognition and identification, as furnished by ATC Operations, was made. It is understood that these instructions and directions are those furnished each of the ATC crews.

2. Although these regulations, memorandums and letters are complete, it is believed that in several instances they are lacking in detailed instructions. As an example paragraph 1 of ATC Memorandum 63-3, dated 22 June, 1943, states that trans-oceanic flights shall be cautioned to avoid, in so far as possible, flight over, or in the vicinity of, any surface vessel or submarine regardless of whether it be recognized as friendly or enemy. The exact procedure of approach, in such a case as the foregoing, is not given anywhere in the memorandums, regulations or letters furnished by ATC Operations. However, such information may be included in the oral portion of the briefings.

3. It is believed that a revision of instructions should be made so that it may be possible to establish the identity of an aircraft, which may have failure of all mechanical recognition devices. Definite and distinct turns in certain directions could be established so that an aircraft could be identified as friendly to friendly vessels by such actions. Such turns should be to direct the aircraft away from the vessel or vessels, as soon as they are sighted by any member of the aircraft crew.

4. It may even be possible to notify the naval authorities of flight routes and schedules.

5. It is understood that on 31 March 1944 a C-54 of ATC encountered anti-aircraft fire while enroute in the United States. It was reported that the aircraft was just off shore in CAVU weather and that bursts of anti-aircraft fire came within 400 yards of the aircraft forming a semi-circle around it. It is possible that this



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10 Apr 44

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was an error on the part of the ground personnel or an error on the pilot's part by flying through a danger area.

6. If a new directive is issued on the subject of recognition, identification and procedures, it is requested that this office be furnished a copy.

By command of General ARNOLD:

L. S. KUTER
Brigadier General, USA
Assistant Chief of Air Staff, Plans

JOE L. LOUTZENHEISER
Colonel, G.S.C.
Chief, Operational Plans Div.

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P-40 Pilots Allocated to the U.K.

/C/AS, OC&R

AC/AS, Plans\

Written 11 Apr 44

1

JOH/mc/72538

It is noted that in Section 2 of your Daily Activity Report for the 2d and 3d of April 1944, some 144 P-40 Pilots are allocated to the U.K. Inasmuch as no P-40's are in or contemplated for this theater, information is desired as to the contemplated employment of these pilots.

JOE L. LOUTZENHEISER
Colonel, G.S.C.
Chief, Operational Plans Division

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**Attachment of Czechoslovak Officers to U.S. Army Command and General Staff School and Air Instructors School.**

AC/AS, Plans

7 April 1944

Individual Training Division, AC/AS, Training

1
Major Braga/ee/6031

1. Reference is made to attached papers.

2. G-2, WDGS, states that training at the Central Instructors School at Randolph would be preferable for the two (2) Czechoslovak officers. This training can be given after 1 Spetember.

3. It is requested that this office be advised whether or not the training is to be given.

R. M. MONTGOMERY
Colonel, Air Corps
Chief, Individual Training Division

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**Attachment of Czechoslovak Officers to U.S. Army Command and General Staff School and Air Instructors School.**

**Individual Training Division, AC/AS, Training**

AC/AS, Plans

2
JWH/mar/72538

1. This office interposes no objection to employment in this country of two Czechoslovakian Officers in the capacity of flying instructors if it appears beneficial for diplomatic or other reasons.

2. With reference to your paragraph 2, comment 1, it does not appear from the qualifications of these officers that they require training as instructors. It is believed, however, that a short course at Instructors School, Randolph Field, would be beneficial as an indoctrination measure. It is then felt that they might be efficiently employed at some of our replacement training centers in keeping with their individual qualifications.

3. Attention is invited to the fact that certain details might create problems; namely, ability to speak English, and the matter of allowances (RAF pay in itself is not considered adequate in this country).

JOE L. LOUTZENHEISER
Colonel, GSC
Chief, Operational Plans Division

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6 April 1944

MEMORANDUM FOR: Lt. Colonel Gaylord

1. In reference to your request for comments on the proposed operation against GDYNIA utilizing facilities made available through the plan FRANTIC, the following is submitted:

a. It should be understood that these comments are made without a great deal of study in regard to the size of target areas, or to types of construction within those target areas.

b. It is not believed that an operation against this target should be carried out utilizing the plan FRANTIC. The number of aircraft involved in FRANTIC is not believed to be sufficient for successful operation against GDYNIA. This statement is based upon the following:

1. Assuming two primary aiming points and three or more secondary aiming points within the target area, it is believed that the number of aircraft dispatched on an operation of this nature should approximate the total of those in a Bombardment Division. By dispatching one Bombardment Division and at the same time dispatching one or more Bombardment Divisions against targets in or near the Berlin area the following results should be achieved, which it is not believed would be achieved were a smaller force used.

(a). A force the size of a Bombardment Division will undoubtedly cause the German Fighter controllers considerable apprehension as to the ultimate destination of this force, if coordinated attacks are planned with one division against GDYNIA as a target and other divisions with targets as set forth above. The effect upon the German Fighter reaction should be very beneficial to our attacking forces, inasmuch as no German Fighter controller could well dismiss from his tactical deployment plan a force the size of a Bombardment Division. This would necessarily mean that the German Fighter defense might easily be split into three or more separate, and simultaneous, efforts.

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(b) It is quite possible that were the force dispatched against GDYNIA to take a route to the target which would carry them over the North Sea at a low altitude and across the Danish Peninsula and then to the target, simultaneously with the other Bombardment Divisions affecting direct penetrations headed for Central and/or Southern Germany, the German Fighter reaction to this maneuver might be such as to cause a concentration of the majority of German fighter aircraft in or near Central Germany area. In this event the force dispatched against GDYNIA should encounter very little if any fighter opposition. At any rate it is believed safe to assume that coordinated attacks by forces the size of a Bombardment Division against separate targets in Germany will enable one or more of these forces to carry out their assigned task with an appreciable decrease in the amount of fighter opposition encountered.

(c) If a force such as the size contemplated in FRANTIC, were to appear on the German Fighter screens, it is quite possible that it might be classed as a diversionary effort and no fighter force directed against it. On the other hand tactics of the GAF fighters indicate attempts to "bounce" small units in an effort directed toward complete destruction of the small units. If for some reason the bomber forces directed against targets in the interior of Germany were forced to abort, the full effort of the GAF fighter activity might well be directed against the force attacking GDYNIA, with the possibility of an extremely high loss rate. Should these losses be sustained prior to bombing, the entire effort against GDYNIA might well be seriously jeopardized, thereby necessitating further operations against this target.

2. One additional point, which should be considered prior to a decision as to the size of force, is as follows:

a. A Bombardment Division will normally operate 5 to 6 combat wings. An estimation of the possible MPIs for this target indicates the requirement for 5 or 6 such MPI's with each one being assigned to a Combat Wing.

b. The size of the average bomb pattern of a Combat Wing is approximately 3,000 feet wide and 600 to 900 feet long. Assuming that the two primary MPI's at GDYNIA will be the Naval Basins No. 1 and 2, a quick study of the size of those installations indicated that a very satisfactory bomb coverage can be attained by a Combat Wing.

c. While the extent of the installation of the Coal Basin, South Basin and President's Basin is not known, it is believed highly desirable that these facilities should be attacked simultaneously with the two Naval Basins. It is quite possible that the activities of the two Naval Basins, should they be destroyed, could be transferred to the other three basins in question.



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3. In view of the foregoing it is recommended that in the event of an operation against GDYNIA that a force no smaller than a Bombardment Division be employed in order to insure a successful completion of the operation.

JAMES H. WALLACE,
Colonel, Air Corps

[redacted]



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CAPE: Ak., Akrotêrion, B., Burnu, Burun, C., Cabo, Cap, Capo, Kap, M., Mys, Ort, P., Pointe, Ponta, Punta, Ras.
ISLAND: Arcipelago (archipelago), Ile, Islas (pl.), Isola, Isole (plural), O., Ostrov.
SEA: Denizi, Mare, More, Pélagos.
BAY, GULF, FJORD: Bahia, Bucht, Bugt, Firth, Fj., Fjord, Fjördur, G., Golfe, Golfo, Kólpos, Körf, Körfezi, Liman, Zal., Zaliv.
STRAIT: Bælt, Boğazi, Proliv, Str., Stretto, Sund.
LAKE: Chott (salt), Ezero, G., Gölü, Jezero, Lac, Lago, Loch, Lough, Oz., Ozero, Sebcha (salt), See.
RIVER: Irmak, O., Oued, Rio, Su, Suyu, U., Uadi, Wadi.
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Cairo
Alexandria
Port Said
Suez
Tripoli
Benghazi
Tobruk
Derna
Sollum
Bardia
Sfax
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Bizerta
Tunis
Algiers
Oran
Tangier
Casablanca
Fez
Rabat
Marrakech
Agadir
Dakar
Freetown
Monrovia
Accra
Lagos
Port Harcourt
Douala
Libreville
Pointe Noire
Luanda
Walvis Bay
Cape Town
Durban
Port Elizabeth
East London
Johannesburg
Pretoria
Bloemfontein
Kimberley
Windhoek
Lüderitz
Swakopmund
Walvis Bay
Mossamedes
Lobito
Benguela
Nova Lisboa
Sá da Bandeira
Vila Pery
Beira
Lourenço Marques
Inhambane
Quelimane
Tete
Nacala
Mozambique
Dar es Salaam
Tanga
Mombasa
Kilindini
Zanzibar
Kisumu
Nairobi
Eldoret
Nakuru
Kampala
Entebbe
Jinja
Gulu
Juba
Khartoum
Port Sudan
Suakin
Massawa
Asmara
Addis Ababa
Dire Dawa
Harar
Jijiga
Berbera
Hargeisa
Mogadishu
Kismayu
Lamu
Malindi
Mombasa
Tanga
Dar es Salaam
Kilwa
Lindi
Mtwara
Port Amelia
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Mozambique
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Sollum
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Port Said
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Jerusalem
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Damascus
Haifa
Tel Aviv
Jaffa
Gaza
Rafah
Amman
Aqaba
Ma'an
Irbid
Jerash
Zarqa
Salt
Madaba
Kerak
Tafila
Shobak
Petra
Wadi Rum
Azraq
Mafraq
Ramtha
Ajlun
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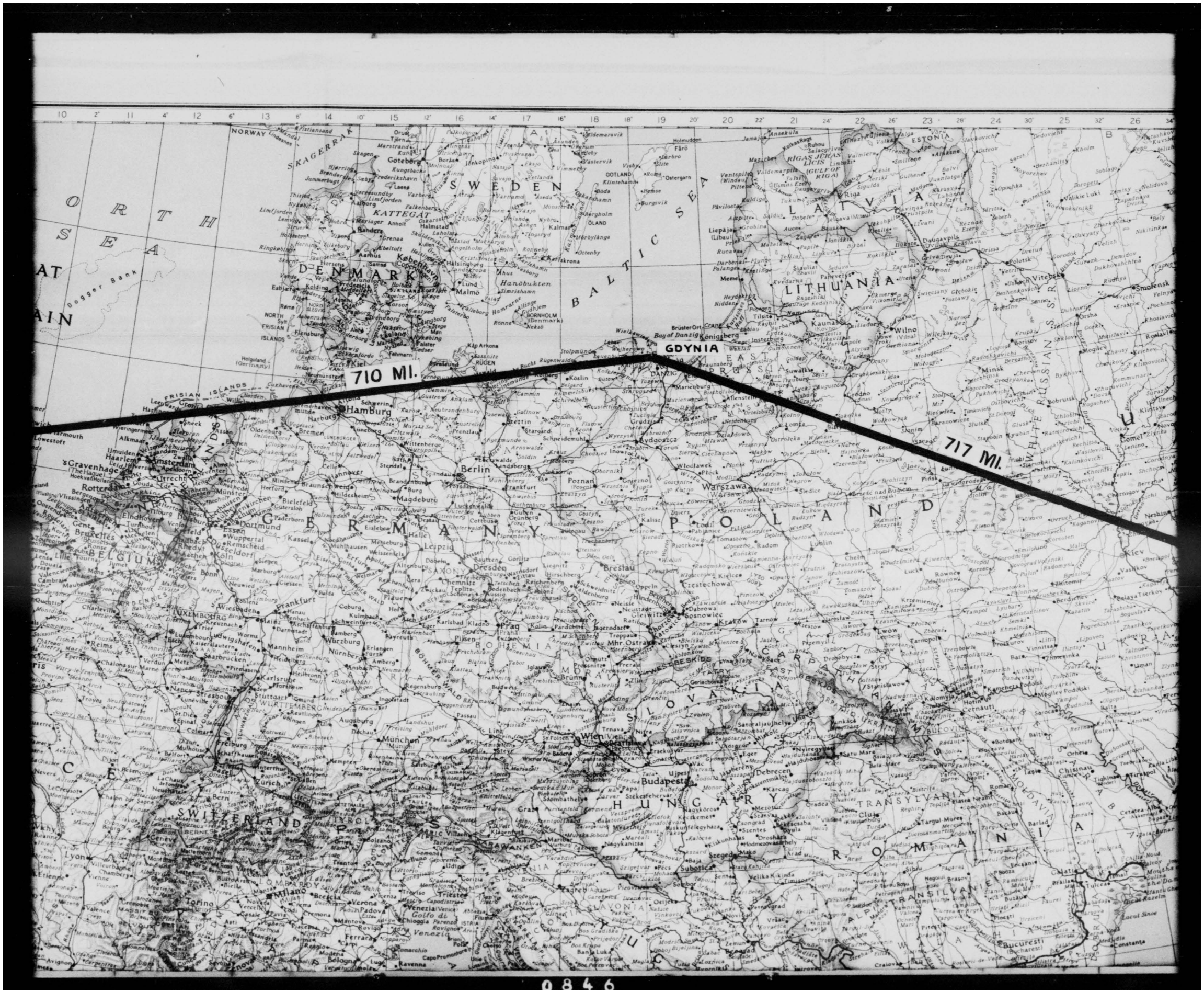


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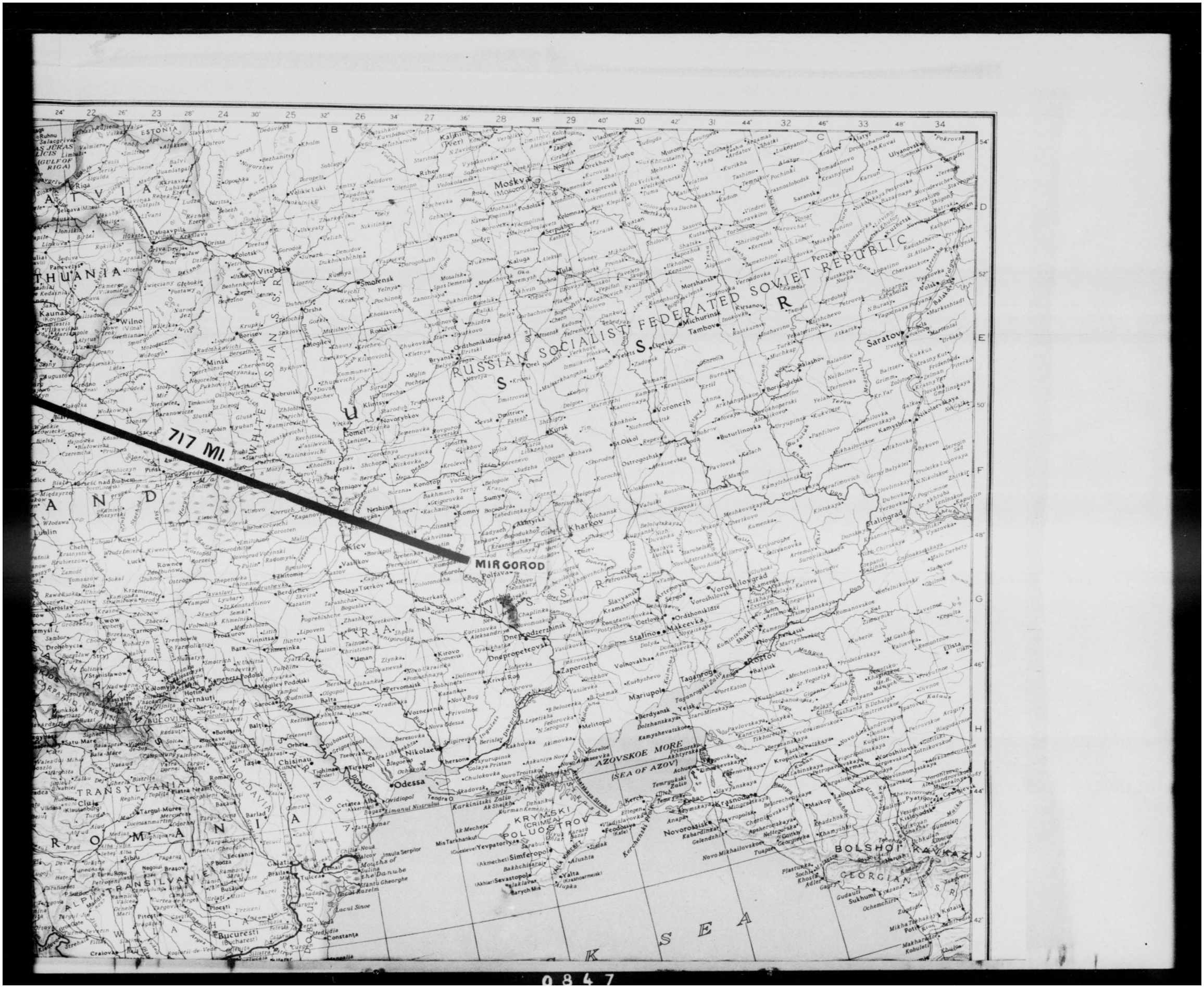


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| | |
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| Norway | Norge |
| Palestine | Palestine |
| Poland | Polska |
| Portugal | Portugal |
| Romania | România |
| San Marino | San Marino |
| Saudi Arabia | Al Mamlaka al Arabiya as Saudiya |
| Slovakia | Slovensko |
| Spain | España |
| Sweden | Sverige |
| Switzerland | Helvetia-Suisse-Schweiz-Svizzera-Svizra |
| Trans-Jordan | Sharq el Urdunn |
| Tunisia | Tunisie |
| Turkey | Türkiye |
| Union of Soviet Socialist Republics | Soyuz Sovetskikh Sotsialisticheskikh Respublik |
| Vatican City | Città del Vaticano |
| Yugoslavia | Jugoslavija |

**GEOGRAPHICAL EQUIVALENTS**

*MOUNTAIN:* D., Dagh, Dağı, Dağları, Dj., Djebel, G., Geb., Gebel, Gebirge, Gora, Jeb., Jebel, Khrebet, M., Mont, Monte, Mt., Pl., Planina, Sa., Serra, Sierra, Tell (mound)

*CAPE:* Ak., Akrotêrion, B., Burnu, Burun, C., Cabo, Cap, Capo, Kap, M., Mys, Ort, P., Pointe, Ponta, Punta, Ras.

*ISLAND:* Arcipelago (archipelago), Ile, Islas (pl), Isola, Isole (plural), O., Ostrov.

*SEA:* Denizi, Mare, More, Pélagos.

*BAY, GULF, FJORD:* Bahia, Bucht, Bugt, Firth, Fj., Fjord, Fjördur, G., Golfe, Golfo, Kólpos, Körf., Körfezi, Liman, Zal., Zaliv.

*STRAIT:* Bælt, Boğazi, Proliv, Str., Stretto, Sund.

*LAKE:* Chott (salt), Ezero, G., Gölü, Jezero, Lac, Lago, Loch, Lough, Oz., Ozero, Sebcha (salt), See.

*RIVER:* Irmak, O., Oued, Rio, Su, Suyu, U., Uadi, Wadi.

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717 MI.
GERMANY
POLAND
BELGIUM
SWITZERLAND
AUSTRIA
HUNGARY
CZECHOSLOVAKIA
ITALY
ROMANIA
YUGOSLAVIA
BULGARIA
Hamburg
Berlin
Warszawa
Paris
Wien
Budapest
Bucuresti
Milano
Torino
Venezia
Roma
Napoli
Marseille
Geneve
Zurich
Praha
Beograd
Sofiya
CORSE (CORSICA) (France)
SARDEGNA (SARDINIA) (Italy)
TYRRHENIAN SEA
LIGURIAN SEA
Golfe du Lion
PROVENCE
ABRUZZI
BOHEMIA
MORAVA
SLOVAKIA
TRANSYLVANIA
BOSNIA
HERCEGOVINA
MONTENEGRO
SERBIA
MACEDONIA
THESSALIA
EPIRUS
PELOPONNESUS
CRETE
KERKYRA (CORFU)
VOREIOI SPORADES
LESBOS (MYTILENE)
THASOS
SAMOTHRAKE
Adriatic Sea
Aegean Sea
Ionian Sea
Tyrrhenian Sea
Golfe de Gascogne
Golfe de Lion
Golfe de Genoa
Golfe de St. Florent
Golfe d'Ajaccio
Golfe de Sagone
Golfe de Rosas
Golfe de Taranto
Golfe de Squillace
Golfe de Manfredonia
Golfe de Salerno
Golfe de Policastro
Golfe d'Oristano
Golfe de Cagliari
Strait of Bonifacio
Strait of Otranto
Strait of Messina
Strait of Dardanelles
Canale d'Otranto
Canale di Corinto
Canale di Brindisi
Canale di Sicilia
Canale di Piombino
Canale di Procida
Canale di Sardegna
Canale di Taranto
Canale di Sicilia
Canale di Sardegna
Canale di Piombino
Canale di Procida

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717 MI.
MIRGOROD
BLACK SEA
AZOVSKOE MORE
(SEA OF AZOV)
KRYMSKI POLUOSTROV
(CRIMEAN PENINSULA)
BOLSHOI KAVKAZ
GEORGIAN S.S.R.
Kharkov
Kiev
Odessa
Stalingrad
Rostov
Sevastopol
Simferopol
Yevpatoriya
Novorossisk
Krasnodar
Istanbul
(Constantinople)
Ankara
Izmir
Bucuresti
(Bucharest)
Constanta
Varna
Sofiya
Plovdiv
Lwow
Lublin
Cernauti
Kishinev
Iasi
Dnepropetrovsk
Zaporozhe
Mariupol
Taganrog
Voroshilovgrad
Stalino
Makeevka
Voroshilovsk
Ordzhonikidze
Kerch
Feodosiya
Sudak
Yalta
Mariupol
Nikolaev
Kherson
Melitopol
Tiraspol
Belgorod
Kursk
Voronezh
Orel
Smolensk
Minsk
Brest
Lvov
Ternopol
Stanislawow
Drohobycz
Przemysl
Rzeszow
Tarnopol
Kamenets Podolski
Vinnitsa
Zhitomir
Berdichev
Belaya Tserkov
Cherkassy
Poltava
Sumy
Konotop
Chernigov
Gomel
Klintsy
Bobruisk
Pinsk
Brest Litovsk
Siedlce
Warszawa
Lodz
Krakow
Katowice
Ostrava
Brno
Budapest
Debrecen
Miskolc
Satu Mare
Baia Mare
Cluj
Targu Mures
Brasov
Ploiesti
Galati
Braila
Tulcea
Ismail
Balti
Bendery
Beltsy
Dubossary
Rezina
Orhei
Soroca
Ungheni
Falticeni
Roman
Bacau
Piatra Neamt
Suceava
Botosani
Hotin
Kamenets Podolski
Proskurov
Shepetovka
Rovno
Lutsk
Kovel
Chelm
Zamosc
Tomaszow
Radom
Kielce
Tarnow
Nowy Sacz
Uzhgorod
Mukachevo
Chop
Sighet
Nyiregyhaza
Miskolc
Eger
Szolnok
Arad
Timisoara
Oradea
Resita
Craiova
Pitesti
Targoviste
Ploiesti
Buzau
Focsani
Calarasi
Giurgiu
Ruse
Shumen
Varna
Burgas
Cape Kaliakra
Cape Emine
Pomorie
Sozopol
Stara Zagora
Kazanlak
Haskovo
Kirkilisse
Edirne
Uzunkopru
Gelibolu
Tekirdag
Silivri
Catalca
Uskudar
Izmit
Adapazari
Bursa
Eskisehir
Afyon Karahisar
Usak
Manisa
Aydin
Denizli
Mugla
Fethiye
Antalya
Alanya
Silifke
Mersina
Adana
Iskenderun
Gaziantep
Urfa
Diyarbakir
Malatya
Elazig
Erzincan
Erzurum
Kars
Ardahan
Batumi
Kobuleti
Poti
Sukhumi
Gudauti
Gagra
Adler
Sochi
Tuapse
Novomikhailovskoe
Gelendzhik
Anapa
Temryuk
Achuyevo
Primorsko Akhtyrskaya
Berdyansk
Yeysk
Dolzhanskaya
Kamyshevatskoe
Taganrogski Zaliv
Azovskoe More
Kerchenski proliv
Karkinitski Zaliv
Ak Shekh
Kurman Kemelchi
Ak Mechet
Mis Tarkhankut
Sarabuz
Alushta
Bakhchisaray
Mouths of the Danube
Insula Serpilor
Cetatea Alba
Ovidiopol
Limanul Nistrului
Tatarbunar
Kahul
Cahul
Leova
Ungheni
Soroca
Rezina
Orhei
Balti
Beltsy
Dubossary
Tiraspol
Bendery
Kotovsk
Grigoriopol
Rybnitsa
Ananev
Vradievka
Voznesensk
Nova Odessa
Pervomaisk
Olgopol
Vulkanesti
Komrat
Ceadir Lunga
Basarabeasca
Tarutino
Reni
Izmail
Kilia
Vilkovo
Sarata
Belgorod Dnestrovski
Akkerman
Tsebrikovo
Kotlovina
Kuchurgan
Limanul Sasik
Limanul Alibei
Limanul Tuzlov
Limanul Dnestrului
Limanul Nistrului

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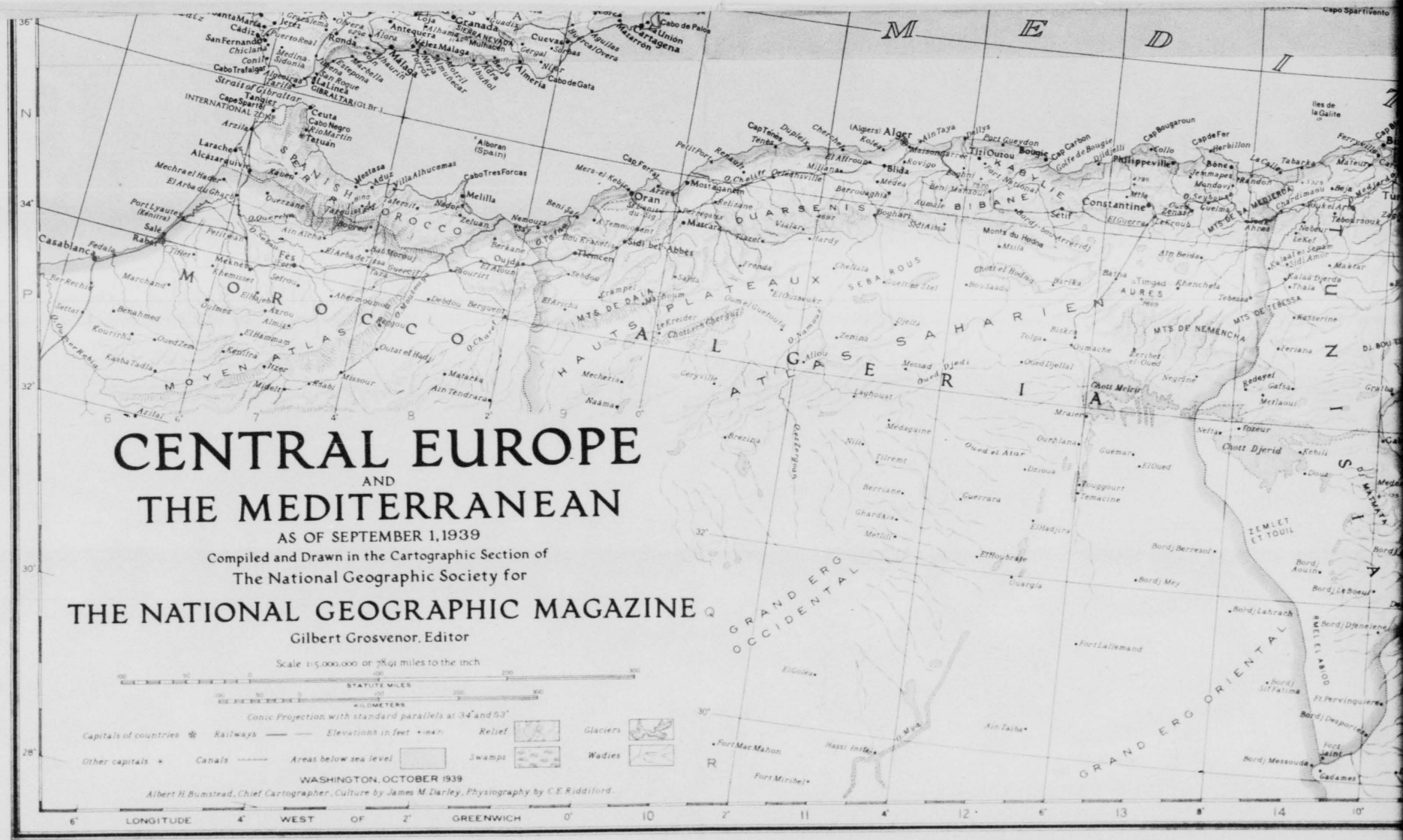
MEDITERRANEAN
MOROCCO
SPANISH
INTERNATIONAL ZONE
ALGERIA
KABYLIE
TELL ATLAS
HAUTS PLATEAUX
SEBAROU
AURES
MTS DE NEMENCHA
MTS DE TEBESSA
GRAND ERG OCCIDENTAL
GRAND ERG ORIENTAL
ZEMLET ET TOUIL
Gibraltar
Tangier
Ceuta
Tetuan
Melilla
Casablanca
Rabat
Fes
Meknes
Oujda
Tlemcen
Oran
Algiers
Bougie
Philippeville
Bone
Constantine
Setif
Biskra
Touggourt
Colomb-Bechar
Fort Lallemand
Fort Mac Mahon
Fort Mirbeh
Chott Melrir
Chott Djerid
Gafsa
Tozeur
Nefta
Tebessa
Sidi bel Abbes
Mascara
Mostaganem
Blida
Medea
Miliana
Orleansville
Tiaret
Saida
Mecheria
Naama
Ain Sefra
Geryville
Laghouat
Ghardaia
Ouargla
El Oued
Biskra
Batna
Khenchela
Timgad
Tebessa
Souk Ahras
Guelma
Bone
Philippeville
Bougie
Setif
Constantine
Mila
Batna
Biskra
Touggourt
Temacine
Ouargla
El Oued
Tozeur
Nefta
Chott Djerid
Gafsa
Metlaoui
Negrine
Tebessa
Souk Ahras
Tabarka
Bizerta
Ferryville
Malteur
Beja
Medjez el Bab
Tunis
Zaghouan
Kairouan
Sousse
Sfax
Gabes
Gafsa
Capo Sparivento
Iles de la Galite
Cap Bougaroun
Cap de Fer
Cap Carbon
Golfe de Bougie
Cap Teniet
Cap Ferrat
Cap Tenes
Cabo de Palos
La Union
Cartagena
Cabo de Gata
Almeria
Motril
Malaga
Velez Malaga
Granada
Sierra Nevada
Antequera
Ronda
Algeciras
Cadiz
Jerez
Cabo Trafalgar
Strait of Gibraltar
Cabo Negro
Cabo Tres Forcas
Alboran (Spain)
Alboran Island
Peñon de Velez de la Gomera
Peñon de Alhucemas
Villa Alhucemas
Nador
Zeluan
Taforalt
Berkane
Taza
Oujda
Bourirt
El Aricha
Ain Sefra
Ain Tendrara
Missour
Midelt
Azrou
Ifrane
Meknes
Fes
Sale
Rabat
Port Lyautey (Kenitra)
Casablanca
Mazagan
Safi
Mogador
Agadir
Tarfaya
Cabo Juby
Cabo Bojador
Villa Cisneros
Rio de Oro
Cabo Blanco
Cabo Barbas
Cabo Corbeau
Cabo Tenes
Cabo Ivi
Cabo Bon
Cabo Blanco
Cabo Serrat
Cabo Negro
Cabo Farina
Cabo Carbon
Cabo Spartivento
Cabo Teulada
Cabo Falcone
Cabo Caccia
Cabo Testa
Cabo Sandalo
Cabo Spartivento
Cabo Carbonara

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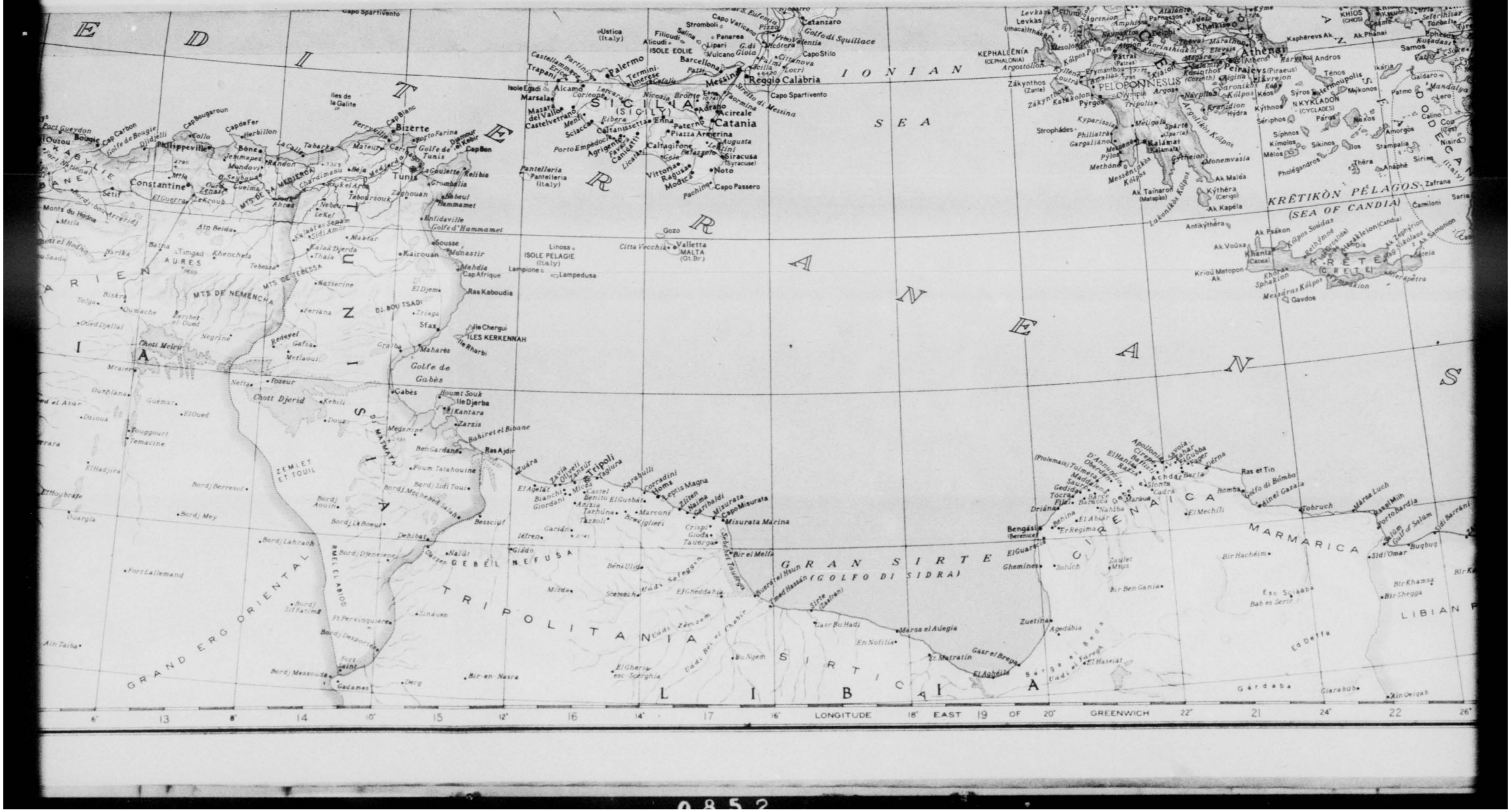
E D I T E R R A N E A N S E A
I O N I A N S E A
L I B Y A
T R I P O L I T A N I A
G R A N S I R T E (G O L F O D I S I D R A)
S I C I L I A (S I C I L Y)
P E L O P O N N E S U S
K R Ê T I K Ò N P É L A G O S (S E A O F C A N D I A)
C R E T E
M A R M A R I C A
G R A N D E R G O R I E N T A L
Palermo
Catania
Messina
Reggio Calabria
Tripoli
Bengasia (Berenice)
Tunis
Bizerte
Constantine
Sousse
Kairouan
Sfax
Gabès
Gafsa
Tozeur
Ghadames
Nalût
Misurata
Misurata Marina
Bir el Melta
Sirte (Sidra)
Marsa el Alegia
Gasr el Brega
Agedábia
Zuetina
Ed Deffa
Derna
Tobruch
Marsa Luch
Bardia
Sidi Omar
Buqbuq
Bir Hacheim
Bir Khamsa
Bir Shegga
Giarabub
Gardaba
Athenai
Peiraievs (Piraeus)
Khaniá (Canea)
Iraklion
Kríos Metopon Ak.
Messára Kólpos
Gavdos
Valletta MALTA (Gt.Br.)
Gozo
Linosa ISOLE PELAGIE (Italy)
Lampedusa
Pantelleria (Italy)
Ustica (Italy)
Lipari
Vulcano
Stromboli
Filicudi
Alicudi
ISOLE EOLIE
Trapani
Marsala
Isole Egadi
Cap Bon
Cap Blanc
Cap Carbon
Cap Bougaroun
Cap de Fer
Bougie
Philippeville
Bône
Tabarka
Golfe de Tunis
Golfe d'Hammamet
Golfe de Gabès
Chott Djerid
Chott Melrir
Chott el Hodna
Chott el Fedjadj
Grand Erg Oriental
Monts du Hodna
Aurès
Mts de Nemencha
Mts de Teressa
Djebel Nefusa
Hamada el Hamra
Serir
Ras Kaboudia
Ras Ajdir
Ras et Tin
Capo Spartivento
Capo Passero
Capo Vaticano
Capo Stilo
Capo Spartivento
Golfo di Squillace
Golfo di Sidra
Golfo di Bómbo
Golfo di Sollum
Golfo di Corinthe
Golfo di Kólpos Patron
Golfo di Kólpos Laconikós
Golfo di Kólpos Messeniakós
Golfo di Kólpos Argolikós
Golfo di Kólpos Kríssa
Golfo di Kólpos Pagasitikós
Golfo di Kólpos Thermaïkós
Golfo di Kólpos Strymonikós
Golfo di Kólpos Kavalla
Golfo di Kólpos Saronikós
Golfo di Kólpos Euripos
Golfo di Kólpos Maliakós
Golfo di Kólpos Amvrakikós
Golfo di Kólpos Kassándras
Golfo di Kólpos Sithonías
Golfo di Kólpos Orfanoú
Golfo di Kólpos Voïkós
Golfo di Kólpos Pylós
Golfo di Kólpos Kalamáta
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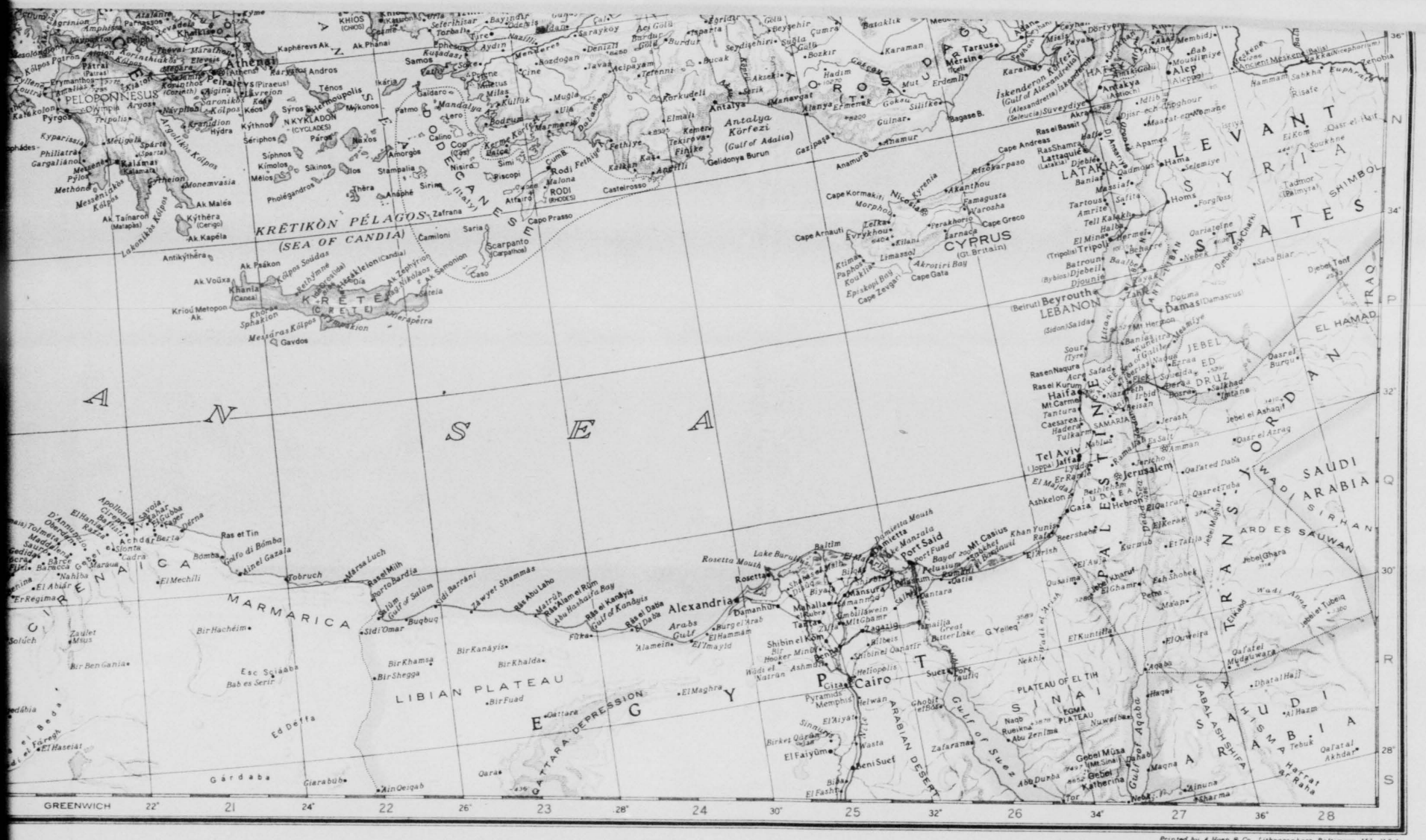


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Comparison of B-17 and B-24 type Aircraft.

OC&R, Bombardment

AC/AS, Plans

4/3/44

ACC/jw/6724 1

1. As a matter of urgency it is requested Bombardment Division submit their comments on the attached Statistical Control Report SC-SP-518.

2. It is requested that this copy be returned by hand when comments are completed.

Incl.
Stat Rpt
SC-SP-518.

JOE L. LOUTZENHISER
Colonel, G.S.C.
Chief of Operational Plans Div.

SECTION FILE COPY



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B&R

Subject: Comparative Report of B-24's and B-17's from Statistical Control Reports of Combat Operations

TO: Statistical Control Division
Attention: Colonel Thornton

From: AC/AS, Plans, European

Comment 1
Colonel A. C. Carlson

Signature Colonel Loutzenheiser



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[redacted]

By Authority of
The Commanding General
Army Air Forces
3 Apr 44 MCI
Date Initials

[redacted]

Comparative Report of B-24's and B-17's from Statistical Control Reports of Combat Operations

MAR 28 1944

Statistical Control Division
Attention: Colonel Thornton
AC/AS, Plans, European Branch

1

ACC/vk/6724

1. Supplementing verbal agreement between Colonel Thornton and Colonel Carlson, it is requested that Statistical Control Division prepare a comparative report between the B-17 type and the B-24 type aircraft as viewed from Statistical Control reports from 1 Nov 1943 to the present date for the 8th and 15th Air Forces.

2. This report should be similar to the comparative report prepared by Statistical Control Division on B-25's and B-26's aircraft as outlined to Colonel Carlson, elimintating therefrom information regarding the actual production of the aircraft. The report should start from the time the aircraft become operational in the theater.

3. It is desired that this report contain information regarding the relative hours of maintenance per hours of combat; the relative number of losses in proportion to the number of aircraft attacking the target, the relative number of abortive sorties; the number of victories claimed; the relative battle damage sustained divided in so far as it is possible to damage sustained from anti-aircraft fire; the relative tonnage of bombs dropped per effective sortie.

JOE L. LOUTZENHEISER
Colonel, Air Corps

TO: AC/AS, Plans, European Branch DATE 3 April 1944

FROM: Management Control, StatisticalControl Division COMMENT NO. 2
ADT/elv/6068

Attached are copies 1 and 2 of SC-SP-518, "Statistical Comparison B-17 - B-24 Models." It is believed that this report gives a complete statistical comparison between the two airplanes.

CHARLES B. THORNTON
Colonel, Air Corps
Chief, Statistical Control Division

2 Incls:
Cpys 1 and 2 of SC-SP-518

Noted AFAC-3C
30 Mar 1944

[redacted]



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HEADQUARTERS ARMY AIR FORCES

ROUTING SLIP

TO: DATE 30 Jan 44

| OFFICE OR SYMBOL | BUILDING |
|---|---|
| ATTENTION: Col Lautzenheiser | ROOM 3E124 |

OR:

| | | | | | |
|---|---|---|---|---|---|
| | COORDINATION | | INVESTIGATION | | NEC. ACTION |
| | INFORMATION | | RECOMMENDATION | | SIGNATURE |
| | FILE | | CONFERENCE | | |

REMARKS:

Col Gay Co
Here is dope on
long range fighters in
Med. Theater. This
will be useful
background for your
cable asking a boat
plans for 4500
Corsica Airfields.
JH.

Cable dispatched 1/4/44
Lautz

FROM:

| NAME | OFFICE OR SYMBOL |
|---|---|
| T. L. Mosley Col. AC | AFROM |
| PHONE / BUILDING / ROOM | |

3-218, AF

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AFRAL
WMS/bf/72556
3/April/44

MEMORANDUM FOR COLONEL [redacted]

Subject: Long Range Fighters on Hand 3/31/44 in MTO.

P-51,B,C

| | | |
|---|---|---|
| 1. | Operational with Tactical Units | 0 |
| 2. | Ready Reserve | 48 |
| 3. | Under Erection or Recently Arrived | 52 |
| | TOTAL | 100 |

P-38

| | | |
|---|---|---|
| 1. | P-38J (Long Range) - In Units or 1st, 2d, 3d, 4th Echelon Maintenance and Repair | 78 |
| 2. | Under Erection or Recently Arrived | 132 |
| | TOTAL | 210 |

HUGH A. PARKER
Colonel, Air Corps

COMMITMENTS

[redacted]

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Gliders

Special Projects

AC/AS, Plans

3
BJG/mar/72538

1. This office does not concur in the principles expressed in the basic communication.

2. Although the CG, 4A Glider is considered obsolete and is being replaced by later types, there is a current requirement for these gliders in excess of those on hand in ETO and C.B.I. Tactics for employment of Airborne Troops are still hihgly experimental and recent plans have envisaged the deployment of large numbers of gliders. Recent developments in the use of Commando units in CBI have resulted in recommendations to expand such units, thus increasing glider requirements.

3. Airborne Liaison Branch, OC&R, states that recent reports from ETO indicate that gliders on hand are in overall safe flyable condition.

4. There are only about 150 gliders left in NATO.

5. The British recently requested 2000 CG 4As and were refused by MAC(Air). It is understood they will make a new request for 500 CG 4As.

JOE L. LOUTZENHEISER
Colonel, GSC
Chief, Operational Plans Division

Incl:
n/c

(Secret only)

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AFAEI
GHC/mar/6724
31 March 1944

Mr. Henry Rising
Henry Rising and Company
1054 Ingraham Street
Los Angeles 14, California

Dear Mr. Rising:

Your letter of March 18th, addressed to General Arnold, inclosing the news letter of the Royal Norwegian Information Service, has been referred to this office for action. The information which you furnished has been passed on to the appropriate agencies.

Your interest in this matter is greatly appreciated.

H. S. HANSELL, JR.
Brigadier General, U.S.A.
Actg Assistant Chief of Air Staff, Plans



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Preliminary Statement of Lessons Learned in Current Operations

AC/AS, Intelligence

AC/AS, Plans



GMG/ff/6724

1. It is recommended that sub-paragraphs 2p and 3g be deleted prior to circulation outside the Army Air Forces of the contents of General Norstad's letter.

a. General Norstad states in paragraph 5 of his letter that examples of the "inflexibility of organization of USAAF units", as mentioned in his sub-paragraph 2, are now being investigated. This is an internal matter, primarily of concern only to the AAF, and the condition mentioned is not necessarily an attribute of all AAF units.

b. Circulation of General Norstad's sub-paragraph 3g, while innocuous in itself, could lead to erroneous conclusions, among other arms, concerning the employment of heavy bombers.

2. The Rover Tentacle paper should not be circulated outside the Army Air Forces unless it is rewritten or amplified to include emphasis on (a) the fact that such an operation is practicable only under conditions of definite air superiority which permit the diversion of aircraft to the Rover Tentacle from other operations, and (b) the fact that the airplane is not necessarily the ideal weapon for attacking small targets such as machine gun nests, etc. Under some conditions the Rover Tenacle serves most valuably. It must not be presented in such a manner, however, as to foster an expectation that the Air Forces will regularly furnish aircraft for such restricted operations. The fallacy of such thought has been most expensively and conclusively learned in developing the present conception of joint air-ground operation.

3. It is recommended that General Norstad's letter and the Rover Tentacle paper be forwarded, with these comments, to AC/AS, OC&R, and AC/AS, Training.

JOE L. LOUTZENHEISER
Colonel, G.S.C.
Chief, Operational Plans Div.

1 Incl
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Preliminary Statement of Lessons Learned in Current Operations 30 Mar 44

AC/AS, Plans

AC/AS, Intelligence

30 MAR 1944

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AHA/agf - 6458

1. The accompanying document, "Preliminary Statement of Lessons Learned in Current Operations - Shingle Campaign", is submitted.

2. The suggested circulation is: ASF, OPD, AGF, G-2 and G-3. Your comment is requested with regard to any possible deletions before circulation outside of the Army Air Forces.

3. Your suggestions as to internal distribution within the AAF is also requested.

1 Incl - Ltr fr Med.
Theater of Oper. dtd.
28 Feb 44, w/1 Incl.

A. H. ALEXANDER
Colonel, Air Corps
Chief, Collection Division
Office of Asst Chief of Air Staff,
Intelligence

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ARMY AIR FORCES
MEDITERRANEAN THEATER OF OPERATIONS
Office of the Commanding General
APO 650

ACT-POG-ep

28 February 1944.

SUBJECT: Preliminary Statement of Lessons Learned in Current Operations.

TO : Commanding General, Army Air Forces, Washington, D.C.

1. In reply to AGWAR message number 1822, 11 February 1944, several lessons have been learned in the current "SHINGLE" campaign which should be of great value employed in future amphibious operations in improving organization, tactics and equipment.

2. A greater number of lessons have been learned in the field of organization than in any other.

a. It has been proved essential that LST's fitted as seaborne GCI stations should not be diverted from their prime function to be used in addition as load carriers for transportation of urgent supplies or equipment. LST's loaded with essential supplies and equipment must proceed close inshore to unload and this naturally interferes seriously with operation of radar, and may result in the GCI being completely ineffective during a critical period.

b. It is essential that fighters providing cover over beaches be under the control of only one authority, who must be the Air Force Commander responsible for the execution of the air side of the operation. This is particularly the case when Navy fighters from aircraft carriers are employed as otherwise the lack of co-ordination may result in gaps in the fighter cover provided.

c. Army and Navy Commanders must agree that ack ack guns in the assault area will open fire only against those aircraft identified or recognized as hostile and which are not being engaged by our own fighters, irrespective of height or time. This control may have to be modified when the landing has been made and when adequate anti-aircraft defences are ashore in order to provide protection for vital points such as ports which may then at the Air Commander's discretion become IAZ's or GDA's as appropriate. Normal rules for convoys and for naval vessels for opening fire should apply while such vessels are at sea and not in the assault area.

d. Air Force equipment or supplies can be transported to the assault area satisfactorily only by allocating special ships to the Air Forces. It is believed that the advantages outweigh the danger of complete loss of equipment should a ship carrying it be sunk. Air Force



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personnel accompanying the assault should be called upon to be present during the loading and unloading of ships carrying Air Force supplies and equipment.

e. Fighter squadrons in the assault must be prepared to operate over a period of at least seven days without assistance from service units, other than those elements included in the assault echelon.

f. The assault echelon of each Aviation Engineer Battalion must have at least one pilot to advise on the suitability of sites selected for landing grounds.

g. The Commander responsible for the air support of the assault must be provided with a small weather flight composed of fighter type aircraft for weather reconnaissance so that he has available the meteorological information necessary to decide correctly on his plan of operation. This information is particularly necessary for the satisfactory operation of medium bombers.

h. All units must be fully up to strength in personnel and aircraft at outset of the operations. If resources permit, medium bomber squadrons should have fifty per cent overstrength in aircraft.

i. Army and Navy must agree to uniform procedure for artillery spotting. It was found that personal contact prior to assault between air crews assigned to spotting missions and personnel of the gun batteries, whether Naval or Army, furnished a satisfactory temporary solution if air crews are not trained to use a standard system, even when different nationalities are concerned.

j. Provision must be made for defensive fighter organizations to take over the responsibility of protecting shipping in captured ports from offensive tactical units with the least possible delay after Landing.

k. Inter-service radio frequencies must be allotted and coordinated to ensure that the best possible allocation is made after taking into consideration the need of all users of all services participating.

l. Provision of separate fighter control ship is most desirable because requirements of headquarters ships and fighter control frequently conflict. Separation of these functions would not only permit each ship to act as a stand-by for the other but would permit considerably more effective use of available frequencies.

m. It is essential to prearrange liaison link between fighter control ship and GCI's aboard LST's. GCI's should be capable of operating sufficient VHF channels to enable this liaison link to be on a separate frequency from aircraft VHF button frequencies.

n. The use of an armored vehicle equipped with VHF for control



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of fighter bombers in close support role by an Air Force controller proved very successful. Notes on the use of the "Rover" tentacle are attached.

o. GCI's for night fighter control should go ashore ahead of light warning sets.

p. Inflexibility of organization of USAAF units caused considerable delays.

3. Lessons in tactics have not been numerous so far.

a. No difficulty was experienced in effectively reducing enemy movements by day. However, sufficient light bomber Intruders must be available to maintain continuous pressure at night. In addition to the specialized units required for this work, all medium bombers must be capable of flying by day or by night.

b. Extensive use of long delay action bombs has proved of value against communications. There is still an urgent need for small ultra-sensitive, non-disturbance type bombs to be distributed in large numbers by fighter bombers.

c. All aircraft other than escorting fighters should be routed to avoid all shipping whenever possible. Safety corridors or lanes through shipping are not satisfactory.

d. It is desired that forward troops be equipped with ample supply of and be prepared to use colored smoke by day and illuminated letters by night to mark the front lines.

e. In addition to aircraft under GCI control, it is essential to employ free lance patrol night fighters over the assault area because of the increasing use by the enemy of radar jamming devices.

f. Fighter bombers searching for road movement over rugged terrain must fly just above light flak range. While flying at higher altitudes camouflaged vehicles will escape observation. In the event of air superiority, fighter bombers should be dispatched in flights of four aircraft to insure maximum flexibility, maximum frequency of patrols and maximum area coverage.

g. Heavy bombers should be operated at the optimum altitude for bombing accuracy if anti-aircraft defenses permit. In one instance during "SHINGLE" operation, B-17's effectively bombed an obscure target from 8000 feet.

h. Continuous information concerning the ground situation at the front, when furnished to the Strategic Air Forces, materially assisted in rapid diversion of heavy bombers to close support role when necessity arose.

i. Heavy bombers can be assigned targets as close as a thousand yards from our front lines provided that outstanding or clearly defined



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aiming points are provided.

4. Experience has shown that, basically, equipment as now designed is good and such improvements as are necessary can be effected simply by augmenting existing equipment on the following lines:

a. Since CCI's will be operating in close proximity to the enemy, they will be very susceptible to jamming. To overcome this and also the difficulties experienced from "permanent echoes" when "looking" inland, centimeter equipment should be provided as stand-by or to give additional cover.

b. Radio equipment of the SCR 299 type or of equivalent power must go ashore as soon as possible. To add to the mobility of this equipment, it should be mounted in jeep trailers or half tracks.

c. Power should always be provided on an adequate basis. Additional power units, preferably allotted one for one, should go ashore as stand-by equipment.

5. Elaboration on information contained herein and information regarding additional lessons learned, will be forwarded by electrical means as it becomes available. Specific examples of lessons cited in paragraph 2-p above are now under investigation.

For the Commanding General:

LAURIS NORSTAD,
Brigadier General USA,
Director of Operations,
Mediterranean Allied Air Forces.

1 Incl:
Incl 1 - THE ROVER TENTACLE.

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THE ROVER TENTACLE.

Introduction.

1. Prior to the commencement of the SANGRO battle, the method for providing air support through the normal A.S.C. channels was briefly as follows:

2. The forward Army formation requiring assistance would signal details from Brigade through the Tentacle network and this request would be examined by Army/Air Operations. If accepted, the fighter/bombers could be expected over their target about one to one and a half hours after the initial request was made, depending on the detailed briefing required. Experience in previous "set piece" battles had shown that very little of the available resources was in fact called on by the forward troops, and a large proportion of the fighter/bomber work was done in the immediate back areas, attacking targets in the nature of gun areas and communication centres.

3. It was felt that some means should be devised to bring the air more fully into the immediately tactical role so that obstacles to the advance of our forward elements, such as machine-gun nests or anti-tank guns, could be dealt with with a minimum of delay. To effect this, the existing Rover Tentacle (see Note 1) was brought into use and the V.H.F. communication was improved by the addition of a 'J' Unit mounted in a 15-cwt. vehicle.

Operational Plan.

4. The operation proposed that from a certain communicated time a flight of six Kittyhawks should be maintained in the vicinity of the Tentacle and should patrol for 20 minutes, being relieved at the end of their patrol by a further flight, and this should be prolonged as long as daylight or the continuation of ground operations permitted.

5. Corps had been requested to brief all elements of their forward troops that firstly they should carry identification smoke with them, and secondly that, should close a support be required, the smoke must be displayed at such interval after the request as it was estimated would be required for the patrolling Kittyhawks to reach the target. This interval was made by the time required for the message (i) to reach Brigade, and (ii) for it to be put out on the A.S.C. network received by "Rover", and for the patrolling Kittyhawks to be briefed, despatched, and to arrive over the target. Interval (ii) was estimated at 10 minutes and the Officers Commanding forward formations were to form their own estimate of (i). This was by no means an efficient system, since





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it was possible that one call be accepted and a second - if received during the same period of 20 minutes - could not be answered before the relieving flight arrived in the patrol area. However, this was accepted as an unavoidable weakness, as the time involved in getting an acceptance back from the Brigade Tentacle to the forward formations would be of such an order that the Kittyhawks would be inthe area long before the message could arrive.

6. Responsibility then passed to the controller to brief the flight in the air with as many relevant details concerning the target and its location as could be passed without confusing the flight leader. *

7. To assist in locating targets, an arbitrary grid was super-imposed on the 250,000 map of the battle area, and in addition three obvious land marks were chosen as reference points if required. (See Appendix 'A'). The grid was made simple and self-evident in order to assist the pilots to identify the area easily and rapidly and no consideration was given to security.

8. Communication between the controllar and R.A.F. Headquarters Operations was carried out on the Tentacle by which messages could be passed rapidly. E.T.A's of aircraft in the "cab rank" (the term by which was passed either the previous evening or early in the morning of the day for which they were required.

The Battle Set-up.

9. The Corps O.P., which commanded a good view of the focal point of the impending battle, was chosen as the most suitable centre from which the scheme should be operated in view of the good communications available and the fact that the complete picture regarding the Army's progress could be obtained. In fact, the Corps Commander decided to make use of a different O.P., but the communications in the previous site were left complete and possession was taken of this excellent point of vantage.

10. The situation was also a happy one in that one of the Divisional O.P's was only some 300 yards away and the controller had lateral telephone communication with the Divisional Commander and his staff. In addition, at the beginning and end of each day's operations the controller conferred with the G.O.C. Division concerning his intentions for the day, and any alterations in plan and general progress were passed on the lateral telephone. The other Division concerned in the attack could be readily contacted by telephone and the day's plan in broad outline was also discussed. It was thus possible to have a very clear idea of the Army's intentions and the precise whereabouts of their forward troops at any time during the day.

* If no target was available by the end of the patrol, the flight was to be dismissed by R/T and told to proceed to a secondary target for which it had been briefed before leaving the ground.



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Operation.

11. On the first day of the battle the plan was only moderately satisfactory for reasons connected mainly with wireless communication. It was found with a total of 12 squadrons operating on Channel 'A' that the traffic involved in calling up and briefing a flight was invariably interfered with by some other formation on a different target. In addition, the transmitter itself was not operating satisfactorily. It was therefore decided at mid-day that aircraft operating in the "cab rank" should go over to Channel 'C' as they came on patrol and should revert to Channel 'A' on completion of their mission. Thereafter the R/T proved quite successful.

12. As had been experienced in previous battles, only one call for support was made during the day and all targets attacked were obtained by constant reference to the Divisions concerned. The targets were not very closely linked with the immediate engagements of our forward troops and the day was, on the whole, an experimental one both from the point of view of wireless communication and the tactical possibilities of the scheme. Surprisingly little difficulty was experienced by the controller in indicating targets to the aircraft and the pilots appeared to find the grid extremely easy and helpful to employ.

13. On the second day, operations of a more effective nature were carried out on targets well within the normal bomb line and closely linked with the immediate intentions of the local commanders. In particular, a sustained bombing and strafing attack at 395044 on enemy F.D.L's at 11.15 hours on 29th November was executed, and a further attack by two flights between 14.15 and 14.40 hours at 411059 on machine-gun nests and F.D.L's, also within very short range of our own troops, was effected. The G.O.C. 78 Division, who had requested that these targets be attacked, was most impressed and enthusiastic regarding this form of close co-operation.

14. On the third day another attack of the same calibre was made on F.D.L's and machine-gun posts at 412057 some 15 to 20 minutes before the main attack on SANTA MARIA/POSNACESIA was made.

15. All these attacks to which reference has been made were delivered on the 78 Division front as it happened that their targets were most suitable and in addition observation of the areas in which the 8th Indian Division was attacking was rather more difficult. A number of missions were, nevertheless, despatched to assist the latter; though, with one exception, the targets were not so close to our forward troops.

16. At the conclusion of this phase of the battle, targets could not be observed from the C.P. and it had been found that briefing for targets which could not be readily described with reference to some obvious land mark visible to the controller were seldom located. In addition, the battle assumed a fluid nature with patrols thrusting forward some distance, and,





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with the imminent move of Divisional Headquarters, there was no possibility of setting up an O.P. on the further ridge with the adequate communications required. The operation was therefore concluded.

17. Both Divisions to whom support had been given in this particular way expressed enthusiasm for the scheme which brought air support so rapidly and effectively into the middle of the battle.

SUMMARY.

18. It was clearly shown that this operation had proved a success, considerably more so in fact than had been anticipated when it was first decided on. It was apparent, nevertheless, that a number of conditions would have to be satisfied before it could be repeated. Firstly, communications with Army formations should be comprehensive and reliable; secondly, the battle area should be clearly visible to the controller, and thirdly, R/T communications with the aircraft should be guaranteed.

19. As had been anticipated, very few support calls were made by the forward troops and the elaborate briefing which had been stipulated was not brought into use. This meant that for all the targets attacked, forward troops were not aware of the impending arrival of our own aircraft and displayed no indicator to show their position. Owing to the familiarity of the pilots with the terrain and the successful use of the grid previously referred to, no cases occurred of attacks being made on our own troops. However, had the pilots been unfamiliar with the battle area it would have been quite impossible to deliver the attacks as close to forward elements without some assistance from them in the way of smoke or some other device. The existing arrangements by which all the indicators are displayed at Brigade Headquarters, as they are the lowest formation provided with a Tentacle, still does not bring the indicator close enough to our own forward troops to obviate errors of the order of a half mile to a mile, which might be disastrous. A solution to this problem is being worked on and it is hoped the answer will be found in the near future.

20. Discussions with squadron commanders subsequent to the operation show that they had complete confidence in their briefing and they were most enthusiastic about this new type of target location and close support. They had no criticisms to offer apart from the R/T troubles alluded to previously, but suggested that the grid be superimposed on a 100,000 map of the battle area in order that more detailed briefing could be undertaken by the controllers. It was further suggested that patrols of 15 minutes in the "cab rank" would allow a greater number of sorties to be carried out during the course of a day. These two suggestions will be adopted when the operation is repeated.

21. The vehicle in which the V.H.F. 'J' Unit was accommodated was most unsatisfactory for the going with which it had to contend and it has been decided to install the Unit in a four-wheel drive "quad" (Tractor F.A). It will be retained at Headquarters and only moved to its operational site when required.





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22. The controller himself had little difficulty in indicating the precise pin points of the targets which he required attacked when he could see these targets, and was considerably assisted by several prominent land marks such as conspicuous buildings. To make his task simpler on any future occasion, he will be equipped with a complete set of photographs of the battle area, if available, which will assist in briefing for more distant targets.

Note 1.

The Rover Tentacle in its original form consisted of the normal wireless equipment with which the A.O.C. equipped their vehicles and in addition a 1143 V.H.F. Transmitter/Receiver set. It was designed to have a very limited function, which consisted in calling up fighter/bombers which were engaged in an attack and giving them corrections for the bombing. Thus, if the first section of a squadron had bombed some distance away from their target, the Rover would call up with a message of this nature: "Hello, Shabby Blue One. Bombs one thousand yards too far south". This Rover Tentacle is usually placed with the leading Brigade or with any formation which is likely to offer good targets to the fighter/bombers.

(signed) G.D.L. HAYSOM,

Group Captain,
Senior Operations Staff Officer,
Advanced Headquarters,
Desert Air Force.

5th December, 1943.

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MEMORANDUM FOR GENERAL DONOVAN: (Attn: Mr. Robert Thrun, Assistant to Executive Officer, Office of Strategic Services)

Subject: Return of papers.

The O.S.S. organization charts and notes on sortie allocations, lent to Lt. Colonel Gutru by Lt. Colonel Mann, are returned herewith, along with a copy of the report submitted to General Armold, covering Allied air assistance to OSS-SOE operations in Europe.

JOE L. LOUTZENHEISER
Colonel, GSC
Chief, Operational Plans Division

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23 March 1944

Colonel A. L. McCullough
Headquarters 1 Troop Carrier Command
Stout Field
Indianapolis, Indiana

Dear Colonel,

Your letter of the 12th of March took eight days to find its way to my desk at the Pentagon. The bag was dispatched immediately by Air Courier and the key handed to a representative of Captain Morris who called up that same day.

I hope you will be back in Washington again soon. Please give my very best to General Evans.

Very sincerely,

B. J. GAYLORD
Lt Colonel, Air Corps



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ARMY AIR FORCES
HEADQUARTERS I TROOP CARRIER COMMAND
STOUT FIELD, INDIANAPOLIS, INDIANA

12 March 1944.

Colonel W. H. Gaylord
Room 3 E 140
Pentagon Building
Washington, D. C.

Dear Colonel Gaylord:

Prior to our leaving Washington I turned over to you all the remaining material that was in the safe in Room 1074. Included was a small manila envelope with a key and directions as to the location of a sack of classified material which had been brought from Indianapolis by Captain Morris. This material is needed in this headquarters and it is requested that it be forwarded as soon as possible.

Your assistance while we were in Washington was greatly appreciated and I hope this will wind up our affairs. Please let me know when the material is dispatched and how.

With best regards,

Very truly yours,

A. L. McCULLOUGH,
Colonel, G. S. C.

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HEADQUARTERS ARMY AIR FORCES

ROUTING SLIP

TO: DATE

| OFFICE OR SYMBOL | BUILDING |
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| ATTENTION: Col Twyo | ROOM |

FOR:

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| | COORDINATION | | NECESSARY ACTION | | NECESSARY ACTION |
| | INFORMATION | | RECOMMENDATION | | SIGNATURE |
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REMARKS:

Saw a cable yesterday relative to personal terms in regard this question JTT

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Agent for Dissemination from [illegible] Switzerland

Mar 25 44

[illegible] from [illegible]

to ACAS Intelligence

from ACAS, Plans

Re Cm-In 14070

To: AC/AS, Plans, OPD Division, European Branch

date: 25 March 1944

From: AC/AS, Intelligence

Comment No. 2
RCL:bje 6548

Action taken as requested in paragraph 2 above.

ROBERT C. LOWE
Lt. Colonel, GSC
Chief, Liaison Branch

See Cm-Out 8437 (21 March 44)

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Mar 1

**Assignments of Regular Army Air Force Officers to Intelligence, Planning and Communications Sections**

AC/AS, Intelligence

AC/AS, Plans, OPD Division, European Branch 1

BJC/aar/72538

1. In CM-IN 14080, 20 March 1944, General Spaatz estimates that unless a larger number of regular officers are given assignments in Intelligence, Communications, and Planning Sections the Air Force will in the long run suffer. He further states that regular officers having completed their operational tours will be given such staff assignments in the theater but recommends that an overall Air Force policy should be established.

2. Your comments and recommendations on this subject are requested.

JOE L. LOUTZENHEISER
Colonel, GSC
Chief, Operational Plans Division

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Coordination of Papers Relating to Motion Pictures

AC/AS, Plans — 21 March 1944

AC/AS Operations, Commitments & Requirements — 1

1. Reference is made to outgoing radio message CM-OUT-7773, dated 18 March 1944, addressed to the Commanding General Strategic Air Forces in Europe and prepared by your office. This radio requested that the Commanding General Strategic Air Forces in Europe to take certain action with respect to providing motion pictures.

2. The Motion Picture Services Office, AC/AS, OC&R, is the headquarters office of primary interest with respect to all AAF motion picture activities.

3. It is requested that all papers initiated by your office which concern motion pictures be coordinated prior to dispatch with the Motion Picture Services Office. Failure to coordinate such papers may result in the issuance of conflicting requests and directives.

KENNETH P. BERGQUIST
Colonel, Air Corps
Executive, Ass't Chief of Air Staff
Operations, Commitments & Requirements

TO: AC/AS Operations, Commitments & Requirements — DATE

FROM: AC/AS, Plans, OPD Division, European Branch — COMMENT NO. 2
BJG/mar/72538

1. CM-OUT 7773 dated 18 March 1944 was prepared by Operational Plans Division as a matter of urgency under instructions from General Arnold. This cable should have been coordinated with OC&R.

2. AC/AS, Plans will see that any further cables of this nature are cleared through OC&R.

JOE L. LOUTZENHEISER
Colonel, GSC
Chief, Operational Plans Division

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**Proposed Training of Egyptian Air Force Pilots**

X Action

wtn 18 March 1944

RWB/vk/72700

1. This is in reference to the attached file, relative to the training of the Egyptian Air Force Cadets in US.

2. If the War Department considers the training of these Egyptian Air Cadets sufficiently important, the AC/AS, Training, indicates that it is feasible to train twenty Egyptian Air Force cadets any time after 1 July 1944. Training will be given on single engined aircraft, and will include the standard preflight, primary, basic and advanced training courses. Certain prerequisites covering the physical, educational and other qualifications required of the Egyptian Air Force cadets, will be implemented by the AC/AS, Training.

X OPD

3. It might be pertinent to call to the attention of the War Dept, however, that in any future revision of the Troop Basis for the Air Training program, consideration will have to be given to the additional requirements needed to handle the increasing number of foreign air trainees which the Army Air Forces are being requested to train.

H. S. HANSELL
Brig Gen, U.S. Army
Acting Asst Chief Air Staff, Plans

JOE L. LOFTENHEIMER
Colonel, GSC
Chief, Operational Plans Div.

Incls
n/c

Back to Col. Brugger's attention
B 21/3/44

[redacted]

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11 February 1944

Proposed Training of Egyptian Air Force Pilots

X

KNB/vk/72700

1. This is in reference to the attached file, consisting of two letters from the Department of State which refer to cables CM IN 4384 dated 7 Jan 44 and CM OUT 7085 dated 19 Jan 44. It is noted that you request our comment as to the advisability of training Egyptian Air Force pilots.

X 2. It is the opinion of this office that the proposed training of Egyptian Air Force pilots will interfere with the Air Force training program already approved and in operation. It is therefore recommended that a negative response be given to the inquiry of the US Legation at Cairo on this subject.

L. S. KUTER
Brigadier General, USA
Assistant Chief of Air Staff, Plans

Incl
DF fr General Staff
dated 9 Feb 44 w/incls
as listed

JOE L. LOUTZENHEISER
Colonel, G.S.C.
Chief, Operational Plans Division

Third.

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WAR DEPARTMENT GENERAL STAFF
DISPOSITION FORM

MID/PL
WPB
5864

G-2

MID 905

SUBJECT: Proposed Training of Egyptian Air Force Pilots

11 March 1944

III G-3

II OPD

I A.C./A.S. Plans
IV A.C./A.S., Training

In Turn

necessary action is shown below.

In accordance with the meeting held in the office of Col. Arnst, G-3, on or about 22 Feb 44, the proposal of State Dept. to train 20 Egyptian pilots which was not previously favored by the War Dept. was re-submitted to the State Dept. for an expression of their view as to whether in the face of War Dept. lack of approval they still felt that the proposed program should be instituted. Attached is letter dated 7 Mar 44 from the State Dept. expressing their view in this matter.

I. A.C./A.S., Plans. G-2 concurs in the opinion of the State Dept. and earnestly hopes that every consideration will be given to this matter. Cordial relations with Egypt are essential from a military point of view. At the moment negotiations are under way to make available the oil of the Middle East to the United States. This oil is required for the military requirements of the present war and will be even more urgently required for our military purposes in the future. Egypt is being considered as the terminus of the proposed oil pipe line as well as the site for additional refineries. It is felt that anything that can be done to cement our relations with Egypt should be done. Army Air Forces are requested, therefore, to re-consider this matter and to indicate the feasibility of accomplishing the proposed program and to supply the details for such a program. Army Air Forces are not requested to decide upon the policy involved. If A.C./A.S., Plans, does not consider the proposed training program favorably at this time, it is requested that they indicate at what future date it might be favorably considered.

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II. OPD. T approval of OPD is requested f. the program as submitted by A.C./A.S., Plans. Request that their decision be forwarded to G-3 and that a copy thereof be forwarded to G-2, Foreign Liaison Branch.

III. G-3. On receipt of OPD approval it is requested that G-3 issue the necessary directive for the execution of the program to A.C./A.S., Training for establishment of the courses to be pursued.

IV. A.C./A.S., Training. Request A.C./A.S., Training advise G-2 the steps taken to implement the G-3 directive. It is requested further that the entire file be returned to G-2.

For the A. C. of S., G-2:

R. C. JACOBS, JR.
Colonel, G.S.C.
Executive Officer, G-2

Encls.
DF fr OPD to G-3 & G-2, 16 Feb 44.
DF fr AAF to OPD, 11 Feb 44
DF fr OPD to AAF, 9 Feb 44
DF fr G-2 to OPD & G-3, 5 Feb 44
with 2 Encls. as listed therein.
State Dept. memo S-L to G-2, 7 Mar 44.

MEMORANDUM FOR RECORD:

At the above-mentioned meeting which was attended by representatives of G-3, OPD, G-2 - Foreign Liaison Branch and Collection Unit, A.C./A.S., Training and A.C./A.S., Plans, it was decided that although the War Department had disapproved of the State Dept.'s proposal to train 20 Egyptian pilots reconsideration would be given by the War Dept. to the proposed program if the State Dept. still felt strongly enough that it was desirable. State Dept. has approved and re-submitted their request for War Dept. approval and implementation. The view of G-2 expressed in memoranda dated 9 Mar 44 for the Chief, Foreign Liaison Branch from Acting Chief, Middle Eastern Branch, was coordinated with Col. Harvey Smith, Theater Group and Col. Weckerling. The matter was discussed informally with Col. Loutzenheiser, A.C./A.S., Plans, who requested re-submission to him. The routing and procedure as outlined above was agreed upon at the aforesaid meeting in Col. Arnet's office.



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Organization and Functioning of Air Support Control System Now Employed by the Fifth Army

Secretary of the Air Staff — DATE 16 Mar 1944

Asst C/AS, Operations, Commitments, and Requirements — COMMENT NO. 1

1. A memorandum for the Chief of Staff, attention G-3 Division, in reply to a memorandum for the Commanding General, Army Air Forces, subject as above, from the Assistant Chief of Staff, G-3, is attached for signature.

1 Attachment
Proposed memorandum for the Chief of Staff (Attention G-3 Division), subj as above, w/1 incl

H. A. CRAIG
Major General, U. S. Army
Asst. Chief of Air Staff
Operations, Commitments, & Requirements

TO: Chief of the Air Staff

DATE [illegible]

FROM: AC/AS, Plans

COMMENT NO. 2
AC/mar/72538

1. AC/AS, Plans concurs in the recommendations contained in the Memorandum for the Chief of Staff.

2. In the War Department Manual, preparation of which is recommended, emphasis should be placed on the following points:

a. The command posts of the ground and air commanders must be so nearly adjacent as to permit complete facility in joint operations.

b. There should be no Air Force line of communication to Ground Force Units subordinate to the Army Headquarters. Processing of air requests and information within the Ground Forces organization must be solely a Ground Force responsibility, and solely an Air Force responsiblity within the Air Forces organization.

c. Notwithstanding b above, the communication channels, to liaison officers with lower echelon air units, should be used most freely to keep these units fully informed of the ground situation and up to the minute bomb safety lines.

Incl
n/c

JON L. LOUTZENHEISER
Colonel, GSC
Chief, Operational Plans Division

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Date GCC Initials

AFAS1
10 Mar 1944

MEMORANDUM FOR THE CHIEF OF AIR STAFF:

Subject: Disposition of Aircraft Forcelanded in Neutral Territory.

1. In disposing of AAF aircraft forcelanded in neutral territory, varied practices have been followed. A uniform policy has not been advisable, because of special conditions existing in each country.

2. The ostensible "usual practice" has been to sell the aircraft for approximately 50% of cost, after removal of classified material. Actually this policy has applied only in Portugal and Spain, and further negotiations with Spain have been suspended.

3. To assist in negotiations for release of interned crews, Turkey was donated four B-24's forcelanded as a result of the Ploesti attack. Ambassador Steinhardt has authority to dispose of the remainder in any manner that will assist him in his negotiations with the Turkish Government.

4. Sweden has been loaned four B-17's, to be purchased or returned after the war. This loan is not a precedent, and was authorized to assist in negotiations for release of AAF personnel.

5. No negotiations have been made for legal transfer of AAF aircraft to Switzerland, because of the country's failure to cooperate in the manner of other friendly neutrals. Crews have been instructed to destroy aircraft forcelanding in Swiss territory.

6. Recommendations have been made that aircraft interned in Russia as a result of operations against Japan be transferred on a Lend-Lease basis.

7. Eire has agreed to release all AAF aircraft forcelanding in its territory.

RECEIVED MAIL SECTION
10 MAR 1944
HQ. AAF

[redacted]

cc AC/AS, Plans

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Disposition of Aircraft Forcelanded
in Neutral Territory - cont'd.

2-

8. Attached is list showing AAF aircraft known to be interned in neutral countries.

9. All these countries except Switzerland have cooperated in releasing classified equipment to the United States Military Attache.

/s/ Thomas D. White

THOMAS D. WHITE
Brigadier General, U. S. Army
Assistant Chief of Air Staff,
Intelligence

✓
Incl:
List, AAF aircraft
interned in neutral
countries.

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10 MAR 1944 GCC sl

Aircraft known to be Interned in Neutral Countries

Portugal: 3 P-38's, 22 P-39's, 1 B-17F (Portuguese Guinea), 1 B-17 (YB-40), 6 B-24's, 2 B-26's and 1 C-47, of these, 1 P-38, 13 P-39's, 2 B-17's, 5 B-24's, 1 B-26 and 1 C-47 are serviceable.

Spain: 3 DC-3's (C-47), 4 B-24's, 1 B-26; 2 P-39's, 1 P-39 (P-400); all are serviceable.

Turkey: 12 B-24's; 1 B-25, Sixty percent are estimated as serviceable.

Sweden: 5 B-17's and 3 B-24's. All are serviceable.

Switzerland: 6 B-17's and 2 B-24's. So far as known, all are serviceable.

USSR: 3 B-24's and 5 B-25's. No record as to serviceability.

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Draft of Letter from General Giles to General Spaatz

Chief of Air Staff

AC/AS, Plans

wtn 4 March 44
1
BJG/vk/72538

In accordance with your request there is attached here to, suggested letter for your signature.

JOE L. LOUTZENHEISER
Colonel, GSC
Chief, Operational Plans Division

Attach
Proposed Ltr



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AFAEP
wtn 4 March 1944
BJG/vk/72700

Lieut. General Carl Spaatz
APO 650, U. S. Army
c/o Postmaster, New York

Dear Tooey,

Since we talked in London about your plans to knock Germany out of the war from the air, you have done a magnificent job. We in Washington have been watching the fulfilment of your plans with keen satisfaction. I am glad to see that the figures on the damage done are being reduced to a single estimate in which both the Air Ministry and you have confidence. Please pass on to your Planning and Operations Staff my commendation for their excellent work. Their determination to drive this battle to a successful conclusion through bad weather and long hours of maintenance and repair has been noteworthy. Particularly congratulate them for their results in the sustained level of effort.

I am distressed to hear that "Red" Grisham is reported missing. We have directed that no publicity should be given here and I think it would be wise to keep this under cover in the Theater. As your son-in-law, he might attract the unfavorable attention of our enemies. We all hope he is safe and inconspicuous. My best wishes for good weather and good luck.

I am sincerely,

BARNEY M. GILES
Major General, USA
Chief of Air Staff

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3 March 1944

MEMORANDUM FOR MAJOR BLOSSOM:

Subject: Projected History of AAF Overseas Activities

1. In reference to the attached memorandum, AEP ETO Theater recommends that the following studies be suggested to A2 in connection with the program of the Historical Division.

a. Changes and evolution of command function and staff organization in the 8th Air Force, note it is particularly desirable that a clear picture be drawn of the considerations for and functions of the Deputy Commanders, Operations and Deputy Commander, Administration.

b. A study of the command and staff relationship between the 8th Air Force, the ETO and the RAF.

c. A study of the improvement of RAF basis and their logistic support organization as adapted and used by the Air Service Command in England.

BRADLEY J. GAYLORD
Lt. Colonel, A.C.

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22 Feb 1944

P-39 Airplane - Deployment of Units

AC/AS, OCR, Requirements Division

AC/AS, Plans

2

GHG/ch/6724

1. Because combat trial of the P-63 might prove it a valuable weapon, this office considers it inadvisable to discard this model from the AAF program without a fair combat trial of its worth.

2. Present tactical availability figures indicate the following estimated production of P-39 and P-63 aircraft in 1944:

| | | |
|---|---|---|
| a. Total P-39 production | 1922 | |
| " P-63 " | 2516 | |
| " P-39/63 " | 4438 | |
| b. Allocations | P-39 | P-63 |
| to USAAF | 217 | 904 |
| to USSR | 675 | 650 |
| to Britain for USSR | 925 | 900 |
| to Britain | | 2 |
| to French | 105 | 60 |
| | 1922 | 2516 |

c. Analysis of above figures indicates USAAF acceptance of 11.3% of 1944 production of the P-39 and acceptance of 35.9% of 1944 production of the P-63.

4. Because of commitments to the USSR, production of these aircraft must be continued unless the Russians are furnished some other type aircraft acceptable to them. This undoubtedly would require conversion of the Bell factory with a resultant loss of production considered unwarranted at this time.

5. In view of our need for fighter aircraft little, if any, advantage is seen in reducing the output of P-39's and P-63's by the amount of the USAAF allocations, even though our P-39 groups might be reequipped with another type at some later date.

JOE L. LOUTZENHEISER
Colonel, G. S. C.
Chief, Operational Plans Division

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SUBJECT: P-39 Airplane - Deployment of Units.

TO: AC/AS, Plans Date 15 Feb 1944

FROM: AC/AS, OCR, Requirements Division Comment No. 1
Gen. Gross:ctp/3020

1. The P-39 airplane, soon to be superseded by the P-63, is essentially an interceptor airplane. The P-63 will be an improvement over the P-39. Both are under-fire powered. They will serve fairly well as an interceptor. They are not suitable for long range missions, accompanying bomber formations, and of very limited usefulness as dive bombers.

2. The production from February 1944 to December 1944 is as follows:

| | FEB | MAR | APR | MAY | JUN | JUL | AUG | SEP | OCT | NOV | DEC |
|---|---|---|---|---|---|---|---|---|---|---|---|
| P-39 | 81 | 13 | 8 | | | | | | | | |
| P-63 | 22 | 40 | 21 | 72 | 80 | 100 | 120 | 70 | 120 | 118 | 110 |

3. It is recommended that serious and careful consideration be given to the possible elimination of the P-39 (P-63) groups now scheduled for the North African and South Pacific Theatres, and to a corresponding reduction of production. It is believed that the production of this fighter represents a burden of expense and utilization of facilities which might well be eliminated, even though it means reduction in the number of fighter groups maintained. The value of the airplane as a fighting weapon does not appear commensurate with the requirement of funds and personnel involved. This also applies to the seven separate sqdns. in Carribean Area.

MERVIN E. GROSS
Brig. General, U.S.A.

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HEADQUARTERS ARMY AIR FORCES

ROUTING SLIP

TO: DATE

| OFFICE OR SYMBOL | BUILDING |
|---|---|
| AEP - Operational Plans | |
| ATTENTION: | ROOM |

FOR:

| | | | | | |
|---|---|---|---|---|---|
| | COORDINATION | | INVESTIGATION | | NEC. ACTION |
| | INFORMATION | | RECOMMENDATION | | SIGNATURE |
| | FILE | | CONFERENCE | | |

REMARKS:

FROM:

| NAME | | OFFICE OR SYMBOL |
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OPERATIONAL PLANS DIV.

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Joint Airborne-Troop Carrier Training — 21 Feb 1944

AC/AS - Plans — 1

Deputy Chief of the Air Staff — WMB/ls/5458

1. Desire that your Division investigate the curious situation indicated in attached paper wherein an airborne unit is committed to a theater at the same time no provision is made to assure presence in the theater of the only type of aircraft capable of making the unit airborne.

2. Recommendation is to be made as to whether the AGF unit organization shall be modified or the AAF provide the necessary aircraft.

Incl
1st Ind to CG, AGF
18 Feb 44, frm Gen Gross.
w/1 Incl

WILLIAM R. BURT
Lt.Colonel, G.S.C.
Asst Secretary, Air Staff

TO: Deputy Chief of Air Staff - General Vandenberg — DATE

FROM: AC/AS, Plans — COMMENT NO. 2
RDB/vk/72700

1. It is evident that the attached file has not received proper handling. There was no need for the attached WDGS Disposition Form to be referred to the Army Transport Command for comment, nor is the Indorsement prepared in the office of the AC/AS, OC&R, pertinent or satisfactory.

2. It is recommended, therefore, that the Indorsement dated 11 February prepared by OC&R and the Indorsement dated 17 February prepared by ATC be withdrawn from the attached file, and the attached WD Disposition Form, prepared for the signature of General Vandenberg, be transmitted to WD G3, in reply to the questions raised in the original G3 D/F.

JOE L LOUTZENHEISER
Colonel, G.S.C.
Chief, Operational Plans Div.

Incl:
Added DF for sig of
Gen. Vandenberg

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BY AUTHORITY OF THE
CHIEF of the ARMY AIR FORCES
DATE INITIALS

Joint Airborne Troop Carrier Training

29 FEB 1944

RWB/vk/72100

1. Reference is made to the WDGS, Organization and Training Division, G-3, Disposition Form on above subject dated February 7, 1944. In reply to the questions raised on this form, the following information is submitted:

X G-3

a. The only type of aircraft currently in production which is considered capable of transporting by air the T9a1 Light Tank, is the C-54-A airplane. The C-82 airplane, upon which production is just beginning, might eventually be modified to transport these tanks, but this type of aircraft will not be produced in any quantity until the latter part of the current year.

b. The present AAF Deployment Program does not call for the use of C-54 or C-82 aircraft in the European Theater of Operations. All C-54 aircraft are required for Air Transport Command activities.

c. There are no suitable aircraft available to accommodate the combined training of the 28th Airborne Tank Battalion and the 151st Airborne Tank Company, for which these aircraft are being requested.

2/ Upon completion of hostilities in Europe, it is tentatively planned to convert five heavy bombardment groups into heavy long range transport groups, for air transport use in the Pacific Theaters, equipping such groups either with C-54 or C-82 type aircraft. It will be only at that time that consideration might be given to furnishing airborne tank units with their required aerial transport facilities.

3. Apparently, the airborne tank units which are the subject of the attached file were activated without previous coordination with the Army Air Forces. No commitment exists on the part of the Army Air Forces to allocate C-54A or any other type of aircraft for either the training or the eventual use of these units in Theaters of Operations and there is no provision under the existing AAF Troop Basis for the activation of the necessary troop carrier units which would have to be set up for these tasks.

4. It is recommended that a copy of this DF be transmitted to WD OPD for information and appropriate action.

Dispatched
29 FEB 1944
AAG

[redacted]

HOYT S. VANDENBERG
Brigadier General, U.S.A.
Deputy Chief of Air Staff.

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359 (5 Feb 44 7 Februnry 1944

Subject: Joint Airborne-Troop Carrier Training.

X CG, AAF

The following information is requested concerning airplanes to be used in connection with an airborne tank battalion:

a. The various types of airplanes considered capable of transporting by air the T9Z1 light tank.

b. The number of airplanes of the types capable of transporting this tank which will be available in the Theater of Operations to which the 28th Airborne Tank Battalion is to be assigned.

c. The availability of suitable aircraft to accomplish the combined training of the 28th Airborne Tank Battalion as requested in the inclosure.

By order of the Secretary of War:

RAY E PORTER
Major General,
Assistant Chief of Staff, G-3.

Inclosures.
AAF memo for CofS (Attn G-3)
5 Feb 44



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ARMY GROUND FORCES
Army War College
Washington DC

353 (Air-Ground)(C)

Memorandum for the CHIEF OF STAFF, U. S. ARMY,
(Attention: G-3 Division)

Subject: Joint Airborne-Troop Carrier Training.

1. It is requested that five C-54-A aircraft be made available to this headquarters for a minimum period of three weeks beginning 1 May, 1944.

2. These aircraft are necessary for the purpose of giving air training to the 28th Airborne Tank Battalion and the 151st Airborne Tank Company. Each unit is equipped with the T9E1 light tank which requires the C-54-A for air support.

3. A minimum unit training requirement is the transportation of one platoon by air at one time. One airborne tank platoon is equipped with five T9E1 tanks, the company with 18 tanks, and the battalion with 56 tanks.

4. The battalion has a requirement for overseas shipment in July.

5. It is reported that the Troop Carrier Command has no C-54-A aircraft available.

For the COMMANDING GENERAL:

/s/ R. A. Meredith
R. A. MEREDITH
Major, A.G.D.
Asst Ground Adj Gen.

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1st Indl

War Department, Washington 25, D.C. 18 Feb 1944

To: Commanding General, Army Ground Forces, Army War College, Washington 25, D.C.
THRU: Assistant Chief of Staff, G-3

1. The C-54A is the only type aircraft in operation capable of Transporting the T9E1 light tank.

2. No C-54A aircraft are assigned to the European theater.

3. At present Air Transport Command is the only activity to which C-54A aircraft are assigned. It is not believed possible to supply C-54A aircraft as requested in the basic communication at this time, inasmuch as diversions of any of this type aircraft would seriously affect Air Transport Command operations.

4. To divert this type aircraft from production would require a decision by higher authority.

5. Your attention is invited to the attached 1st indorsement.

For the Commanding General:

MERVIN B. GROSS
Brigadier General, USA
Chief, Requirements Division
Office of Asst Chief of Air Staff,
Operations, Commitments and Requirements

1 Attach.
Ltr to ATC
w/1 ind.

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SUBJECT: Joint Airborne Troop Carrier Training

TO: Commanding General
Air Transport Command
Washington 25, D.C.

1. With reference to attached correspondence, it is desired that information be furnished this Headquarters with particular reference given to paragraphs b. and c. of Organization and Training Division disposition form.

2. The theater referred to in paragraph b as indicated above is the European Theater.

3. In the event C-54A type aircraft can be made available in this country for training and in the theaters, request the number be indicated and the time needed for movement of aircraft to either a training area within this country or the theater as indicated.

4. An immediate reply is requested.

By command of General ARNOLD;

MERVIN E. GROSS
Brigadier General, USA
Chief, Requirements Division
Office of Asst Chief of Air Staff
Operations, Commitments & Requirements

1 Incl
G-3 Disp. Fm
dtd 7 Feb 44
w/1 Incl.

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SUBJ: Joint Airborne Troop Carrier Training — 1st Ind — AFATC/OPS/CCC/dwh

HQ AAF, Air Transport Command, Washington 25, D.C., 17 February 1944

To: Commanding General, Army Air Forces, Pentagon Building, Washington 25, D.C., Attention: AC/AS, Operations, Commitments and Requirements - Requirements Division

1. The commitments of this Command for transportation of cargo of highest priority for the next six (6) months will be met only with great difficulty, due to the limited number of C-54A aircraft being made available to the Command. This situation has made it necessary to constantly readjust operating schedules in an attempt to obtain reasonable coverage for these commitments.

2. The Command's requirements for this type aircraft for use in training fully qualified crews to operate its schedules have been reduced to a minimum -- only four (4) being set up to handle the 1944 training requirements.

3. Any releases of this type aircraft at this time would result in serious disruption of our training needs and required scheduled operations; therefore, request made in basic communication cnanot be considered.

For the Commanding General:

s/Robert N. Love
R. N. LOVE
Colonel, G.S.C.
Action Chief of Staff

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Size of Parachute Packs

MM&D

AC/AS, Plans

1

BJG/72538/vk

1. Frequent reports reach this division that escape from the limited space of combat types of aircraft under severe combat conditions is restricted by the size of the parachute pack.

2. Information is requested as to whether new methods of textile manufacture will permit of a reduction in the size of the pack and the harness without loss of safety factor.

JOE L LOUTZENHEISER
Colonel, GSC
Chief, Operational Plans Div.



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AFAEP
ACC ch/6724
19 Feb 1944

MEMORANDUM FOR COLONEL O'DONNELL, ADVISORY COUNCIL:

Subject: Information on Air/Sea Rescue, Helicopters, and O.S.S. Organization, As Requested.

1. Air/Sea Rescue. The present plans for Air/Sea Rescue organization in the Mediterranean Theatre calls for one squadron. Composition of this squadron is three flights of PBY 5-A type aircraft (3 planes per flight). Also assigned to every flight will be one L-5 type aircraft less floats. The total personnel in this squadron will be 46 officers and 159 enlisted personnel. This organization was first ordered to be at POE on 29 January 1944. The present orders are for it to appear at the POE 15 February 1944. The entire personnel of this organization and the L-5 aircraft will be transported by boat, the PBY aircraft being delivered to the theatre by ATC. This is the only U. S. Air/Sea Rescue organization planned or committed to the Mediterranean theatre. (See Tab "A" for U. S. Air Sea Rescue Squadrons Deployment).

2. Helicopters. The information requested on the Helicopters is very limited. Attached hereto Tab "B" - "Performance Data Chart", Tab "C" - "Production Chart for 1944". At the present time the helicopter is still in an experimental stage. Our best hopes are for the R-5A, which is borne out by the Performance Data Chart, however, earliest operational models are not expected to be available until September 1944.

3. O.S.S. Organization. On 14 February 1944 a cable was dispatched to General Baker (CM-OUT 5923) which states that in order to form an O.S.S. unit in the North African theatre it would be necessary to inactivate such units in that theatre as necessary to meet the requirements in personnel, grades, ratings that would be required. General Baker was informed that he may convert the 122nd Liaison Squadron into such a unit; that all equipment, replacement aircraft and crews must be provided from resources available within the theatre. Attached Tab "D" is a paraphrase of the above-mentioned cable, which was in answer to incoming cable from General Baker 18 002 1 Feb 1944; TS 0043 31 Jan 1944.

4 Incls: (with orig only)
Incl #1. Tab "A"
Incl #2. Tab "B"
Incl #3. Tab "C"
Incl #4. Tab "D"
AFAEP

JOE L. LOUTZENHEISER
Colonel, GSC
Chief, Operational Plans Division

Office Copy

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## W-9 PRODUCTION SCHEDULE - SKIORSKY HELICOPTERS

| TYPE | MFG. | 1944 J | F | M | A | M | J | J | A | S | O | N | D |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| YR-4 | Sikorsky | 5 | 6 | 4 | | | | | | | | | |
| R-4B | Sikorsky | | | 6 | 15 | 20 | 25 | 25 | 9 | | | | |
| XR-5 | Sikorsky | | 1 | 2 | 1 | | | | | | | | |
| YR-5A | Sikorsky | | | | | 1 | 2 | 2 | 10 | 11 | | | |
| R-5A | Sikorsky | | | | | | | | | 4 | 20 | 25 | 30 |
| XR-6 | Sikorsky | | 1 | 2 | 2 | | | | | | | | |
| YR-6A | Nash-Kelvinator | | | | | 2 | 10 | 14 | | | | | |
| R-6A | Nash-Kelvinator | | | | | | | 6 | 30 | 45 | 60 | 80 | 100 |

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## W-9 PRODUCTION SCHEDULE - SIKORSKY HELICOPTERS

| TYPE | MFG. | 1944 J | F | M | A | M | J | J | A | S | O | N | D |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| YR-4 | Sikorsky | 5 | 6 | 4 | | | | | | | | | |
| R-4B | Sikorsky | | | 6 | 15 | 20 | 25 | 25 | 9 | | | | |
| XR-5 | Sikorsky | | 1 | 2 | 1 | | | | | | | | |
| YR-5A | Sikorsky | | | | | 1 | 2 | 2 | 10 | 11 | | | |
| R-5A | Sikorsky | | | | | | | | | 4 | 20 | 25 | 30 |
| XR-6 | Sikorsky | | 1 | 2 | 2 | | | | | | | | |
| YR-6A | Nash-Kelvinator | | | | | 2 | 10 | 14 | | | | | |
| R-6A | Nash-Kelvinator | | | | | | | 6 | 30 | 45 | 60 | 80 | 100 |

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## W-9 PRODUCTION SCHEDULE - SKIORSKY HELICOPTERS

| TYPE | MFG. | 1944 J | F | M | A | M | J | J | A | S | O | N | D |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| YR-4 | Sikorsky | 5 | 6 | 4 | | | | | | | | | |
| R-4B | Sikorsky | | | 6 | 15 | 20 | 25 | 25 | 9 | | | | |
| XR-5 | Sikorsky | | 1 | 2 | 1 | | | | | | | | |
| YR-5A | Sikorsky | | | | | 1 | 2 | 2 | 10 | 11 | | | |
| R-5A | Sikorsky | | | | | | | | | 4 | 20 | 25 | 30 |
| XR-6 | Sikorsky | | 1 | 2 | 2 | | | | | | | | |
| YR-6A | Nash-Kelvinator | | | | | 2 | 10 | 14 | | | | | |
| R-6A | Nash-Kelvinator | | | | | | | 6 | 30 | 45 | 60 | 80 | 100 |

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~~CONFIDENTIAL~~

| E.R. Sq. | Destination | AP. | Activation | Ready to start Training | Fly Away After 45 Days |
|---|---|---|---|---|---|
| 1 | NA | 9 | | | |
| 2 | SWPA | 12 | 12/15/43 | 1/15/44 | 3/15/44 |
| 3 | SPA | 12 | 1/15/44 | 2/15/44 | 4/1/44 |
| 4 | ETO | 6 | 2/15/44 | 3/15/44 | 5/1/44 |
| 5 | CBI | 6 | 3/15/44 | 4/15/44 | 6/1/44 |
| 6 | W.D.C. and 4th Army | 9 | 3/15/44 | 4/15/44 | 6/1/44 |
| 7 | C.G. Carribbean | 6 | 4/15/44 | 5/15/44 | 7/1/44 |
| 8 | C.G. So. Atlantic | 9 | 4/15/44 | 5/15/44 | 7/1/44 |
| 9 | C.G. Cent. Africa | 3 | 5/15/44 | 6/15/44 | 8/1/44 |
| 10 | Hawaiian Dept. | 6 | 5/15/44 | 6/15/44 | 8/1/44 |

~~CONFIDENTIAL~~



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AFAEP
ACC/ch/6724
18 Feb 1944

Ltr to Gen. Giles from Gen. Eaker

Assistant Chief of Air Staff, Plans (Strategical Plans Division) 2/15/44
ATTENTION: Colonel Loutzenheiser
Colonel O'Donnell 1.

I am required to answer a letter from General Eaker to General Giles and would appreciate information on which to answer the following excerpts:

"One concers the Air/Sea Rescue Service in this theater. I find we are picking up about 17% of our ditched crews, whereas we were picking up over 50% in England. The present reason lies in the lack of an adequate Air/Sea Rescue organization here and the wide sea spaces it has to cover. Will you please let me have at your earliest possible convenience the plans you have already laid with respect to reinforaments in Air/Sea planes and craft for this theater. I am now having drawn up a plan which we represent as the minimum requirement and will pass it on in a few days. Major Staffelbach came in this morning after spending sometime with our Coastal Command, and I have given him a message to you in this respect. I think he has a very clear picture of our needs here and I am hopeful that his visit will prove beneficial.

"The Army has raised the question of the possibilities of the helicopter in air support. Will you please furnish me complete performance data on the helicopter and the availability of any of this type for the rest of the year.

"The OSS and the British SOE have presented requirements for delivery of explosives and arms to the partisans which we cannot nearly meet with the aircraft now being employed. You will recall that the Combined Chiefs of Staff authorized me to organize two squadrons in England. I have requested by cable authority to organize one squadron of fifteen aircraft on the heavy bombardment squadron table basis for use in this theater to support these sabotage and guerilla operations. I hope you will help us put this program through."

EMMETT O'DONNELL,
Colonel, Army Air Forces.

TO: Advisory Council
ATTENTION: Colonel O'Donnell
FROM: AC/AS, Plans

DATE

COMMENT NO 2
ACC/ch/6724

The information requested in Comment No. 1 is inclosed herewith as memorandum to Colonel O'Donnell with Tabs "A", "B" and "C".

1 Incl
Memorandum with inclosures.
(With Original Only)

HOYT L. LOUTZENHEISER
Colonel, GSC
Chief, Operational Plans Division

[redacted]

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AFAEP
wtn 12 Feb 44
RWB/vk/72700

SUBJECT: Information Requested on AAF Activities in the U.K.

TO: AAF Board, Orlando, Florida

1. Attached letter from Headquarters, U.S. Strategic Air Forces in Europe, APO 663, dated Jan 17, 1944 is forwarded to you for information and such action as you may deem advisable.

By Command of General ARNOLD:

L. S. KUTER
Brigadier General, USA
Assistant Chief of Air Staff, Plans

JOE L. LOUTZENHISER
Colonel, C.A.C.
Chief, Operational Plans Div.

1 Incl
Ltr 1/17/44
s/Gen Anderson

UK
General

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Major General Fred L. Anderson
Deputy Commander, Operations
United States Strategic Air Forces in Europe
London, England

Dear Fred:

Many thanks for your letter of February 11.

Jenny Spivey was notified by Western Union that you have taken care of Del's problems.

As you know we're all watching your great show with keen interest. General Arnold is presented with the whole story immediately and you can rest assured that it is doing us worlds of good in the right places. We are most interested in your plan for the further destruction of German morale. Be sure to get a copy off to us as soon as it is available.

As to the U.S. Strategic Air Force, you probably know by now that the front office has made decisions on some of this personnel. They will be recalled later.

The entire way you have handled the combined operations is splendid - particularly in the sustained effort under adverse weather conditions.

As I had to leave immediately after the arrival of your letter, I'm asking Joe Loutzenheiser to sign this and to send you my very best.

Sincerely,

L. S. KUTER
Brigadier General, USA
Assistant Chief of Air Staff, Plans

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11 February 1944

Brigadier General L. S. Kuter,
Headquarters Army Air Forces,
Washington, D.C.

Dear Larry:

You can immediately notify Jenny Spivey that Del's situation is being taken care of. We have located his equipment which was in port ready to leave, searched it, found the set of teeth referred to, and are sending them immediately to the address you indicated.

I have also talked with an escapee who was in Del's camp and he tells me that Del is doing a very fine job and is apparently in excellent health and quite happy. I received a very remarkable letter from Jenny Spivey on that subject and I appreciated it for rarely are letters sent from the relatives of those that go down, which are intended to cheer us up over here about their condition. There was no sign of complaint in Jenny's letter and I keep it to remind us how well we are off in the United States with the people that are backing our efforts.

Your shoes have been ordered and I will see that they are forwarded as soon as completed.

The organization here is shaping up very well and we are exerting every effort to complete our job on schedule. I am now in the midst of preparing a plan which will best exploit the destruction of the aircraft and ball-bearing factories. We expect to be able to accomplish that job in two (2) days of visual weather. When that job is finished, the destruction of additional POINTBLANK targets and the rapid disintegration of the German Air Force and breakdown of German morale must be accomplished with great vigor and imagination. We are examing all means of attaining that objective. When a plan is complete I will forward you a copy. I consider that this phase of the POINTBLANK plan had not been covered in detail and that they had not envisaged a time factor which may

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be available to us from the time of destruction of the aircraft factories and ball-bearing factories until the time of commencement of OVERLORD support.

Your information on the United States Strategic Air Force is extremely interesting and I feel that the policy direction of such a force certainly belongs under General Arnold direct, and not in the hands of any theater commander. That was a great step forward. I have pointed out to General Spaatz your need for combat leaders for that force and he and General Doolittle have gone into the situation quite carefully. I feel that they are going to support your requirements to the best of their ability.

We laid down our first combined operation to be directed by this headquarters, the other day. It involved the attack of ten (10) air force targets, however the weather fell apart and we were not able to carry this through. Ordinarily, daily operations will not be directed from this headquarters, only in instances where we feel that a combined order is feasible and necessary will we attempt to direct a daily operation. However, when we do direct such an operation, we are not going to allow the participating forces to cancel except by cancellation from this headquarters, or except when losses will be unnecessarily high due to weather conditions.

On our attack against Brunswick yesterday, you will note that our fighters claim fifty-five (55) enemy fighters shot down, over our eight (8) lost. The superiority of our fighter aircraft, manned by our crews, is evident every day. We are out again today, hoping to raise the German again into an air battle with our fighters. The combing conditions have been terrible the last month. H-2-X has permitted us to send out small formations and I know we are doing tremendous damage to the Hun, but not the damage that we could do if we could hit his aircraft factories visually.

I am meeting Lord Trenchard, Tuesday night, and he is to tell us all about his visit back home.

My very best to Ethel and yourself.

Sincerely,

F. L. ANDERSON,
Major General, U.S.A.,
Deputy Commander, Operations



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ADDRESS OFFICIAL COMMUNICATIONS TO
THE SECRETARY OF STATE
WASHINGTON, D. C.

DEPARTMENT OF STATE
WASHINGTON

1944 FEB 7 AM 9:37

In reply refer to
AD 841.796/562

February 5, 1944

The Secretary of State presents his compliments to the Honorable the Secretary of War and encloses herewith as information a copy of a paraphrase of secret telegram no. 755 of January 27, 1944, 1 p.m. from our Embassy in London on the subject of an Empire aviation meeting on technical matters scheduled to take place in London early in February under the auspices of the Air Ministry.

Enclosure:

Copy of paraphrase
of telegram no. 755,
January 27, 1944, from
London.

FOR VICTORY
BUY
UNITED
STATES
SAVINGS
BONDS
AND
STAMPS

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Department of State

BUREAU / DIVISION: AD

ENCLOSURE

TO

Letter drafted 1/31/44

ADDRESSED TO

The Secretary of War.



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PARAPHRASE OF TELEGRAM RECEIVED

FROM: AMERICAN EMBASSY, London.

TO: The Secretary of State, Washington.

DATED: January 27, 1944, 1 p.m.

NUMBER: 755

[redacted]

A reliable source has informed the Embassy that an aviation meeting on technical (repeat technical) level only is scheduled to take place under the auspices of the Air Ministry in London early in February and that the Dominions and some of the more important colonies will attend. The principal topic of discussion, it is understood, is to be the post-war use of facilities such as airports, weather reporting, navigation aids, etc., which have been developed for war purposes in the Empire. Canada, it is also understood, at first refused to come unless the United States was invited, but subsequently agreed to attend.

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HEADQUARTERS ARMY AIR FORCES

ROUTING S' P

TO: DATE

| OFFICE OR SYMBOL | BUILDING |
|---|---|
| ATTENTION: Col Jones | ROOM |

FOR:

| | | | | | |
|---|---|---|---|---|---|
| | COORDINATION | | INVESTIGATION | | NEC. ACTION |
| | INFORMATION | | RECOMMENDATION | | SIGNATURE |
| | FILE | | CONFERENCE | | |

REMARKS: For information & file

FROM:

| NAME | | OFFICE OR SYMBOL |
|---|---|---|
| PHONE | BUILDING | ROOM |

3-218, AF

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**WAR DEPARTMENT**

**OFFICE, SECRETARY, GENERAL STAFF**

**DISPOSITION SLIP**

Subject of paper: .....

| To | Tally No. 360 (5 Feb 47) | Date |
|---|---|---|
| ..... | A. C. of S., G–1 | |
| ..... | A. C. of S., G–2 | |
| ..... | A. C. of S., G–3 | |
| ..... | A. C. of S., G–4 | |
| ..... | A. C. of S., W. P. D. | |
| ..... | The Adjutant General | |
| ..... | Legislative and Liaison Division | |
| ..... | C. G. Ground Forces | |
| ✓ | C. G. Air Forces 2/7 | |
| ..... | C. G. Services of Supply | |
| ..... | Bureau of Public Relations | |
| ..... | Coordination & Record Section | |

For—

| | |
|---|---|
| ..... Information. | ..... Prep. of reply. |
| ..... Necessary action. | ..... Signature. |
| ..... Preparation of study. | ..... Direct reply. |
| ..... Note and foreword. | ..... Note and file. |
| ..... Remark or recommendation. | ..... File. |
| ..... Comment or concurrence. | ..... D. C. of S. |

..... Inviting attention {notation / direction} of Sec. War.

By direction of Ma[illegible] of S.:

FRANK T. HURLEY
Exec. Asst. to Secretary, Gen. Staff

WAR DEPARTMENT
O. C. of S.—Form No. 3
24—24894

☆ GPO 16—24481-2

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RR /jel/

30 January 1944

Major General B. McK. Giles
Chief of Air Staff
Army Air Forces
Washington, D. C.

Dear Barney:

I am enclosing herewith a copy of the letter I wrote regarding getting the English out of Payne Field. I have already sent you a radio regarding this matter but thought you might like to see the letter. I shall send you a copy of the answer as soon as it is received.

It was awfully nice to have you here and I was sorry that it couldn't have been longer. I am still anxiously awaiting the results of our discussion.

Best regards.

Sincerely,

RALPH ROYCE
Major General, U. S. Army
Commanding

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C
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/ar

SUBJECT: Joint Operations at Payne Field 30 January 1944

TO : Sir Keith Park, A.M.,
ACC-in-C, RAF, ME.

1. During a recent visit to this area, Major General B. McK. Giles inspected the installations at Payne Field and noted the joint use of the field by the U.S. Air Transport Command and an English Operational Unit, equipped with Spitfires. He felt that there was an element of risk in such a procedure and directed that I request you to re-examine the possibility of moving the British Unit to some other airdrome. While at this time the scale of United States Air Operations at Payne Field may not be on a great scale, advice has been received that the operations at that point will be greatly increased in the immediate future. Additional schedules are being instituted, a great number of operational planes and of the large bomber type will soon be passing through that field enroute to the China-Burma-India area.

2. It is of course, somewhat difficult for those in Washingtonto understand the need for this slight congestion, consideringthe large number of airplanes that were operating in this area and have since been moved westward.

3. In making this request, I am not unmindful of the clause in the original agreement which retained the right of re-entry or common user by British Military aircraft including transport aircraft and of your overriding authority to take complete control should you consider such a step justified by military necessity.

4. In addition to the possibility of congestion at the airport, the security factor is causing some difficulty due to the mixing of the two forces at this air crossroads.

5. In order that I may inform General Arnold, I would appreciate your re-examining this matter.

RALPH ROYCE,
Major General, U. S.Army
Commanding.

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APPENDIX 'B'

NOTES ON ORGANIZATION CHART ( APPENDIX 'A')

(1) Special Operations Subsection of G-3

Composition -

1 Brigadier General
Chief of Subsection

---

1 Colonel (Br) - at CASERTA
Lt. Colonel (US)
1 Major (Br)
1 Wing Commander
Navy )
SOE )
OSS )
SIS ) Represented at meetings.
G-2 )
U. S. Minister )
British Minister )
PWB )
'A' Force )

Functions: Initiates policies for command approval.
Prepares directives to subordinate commands and agencies for transmittal by G-3.
Allots priorities of facilities
Prepares reports.

(2) Day-to-Day Control Group at CASERTA (Advanced Detachment of Special Operations Subsection of G-3 at AFHQ)

Composition -

Colonel (br) from Sp Ops Subsection of G-3 (Chairman)

ME )
ACMF )
ISSU 6 )
2677th Hq Co Exp ) Represented at meetings
ISLD )
MAAF )
'A' Force )
PWB )

Function -

Makes day-to-day allocations of aircraft based on AFHQ directive, current tactical situation and the weather.

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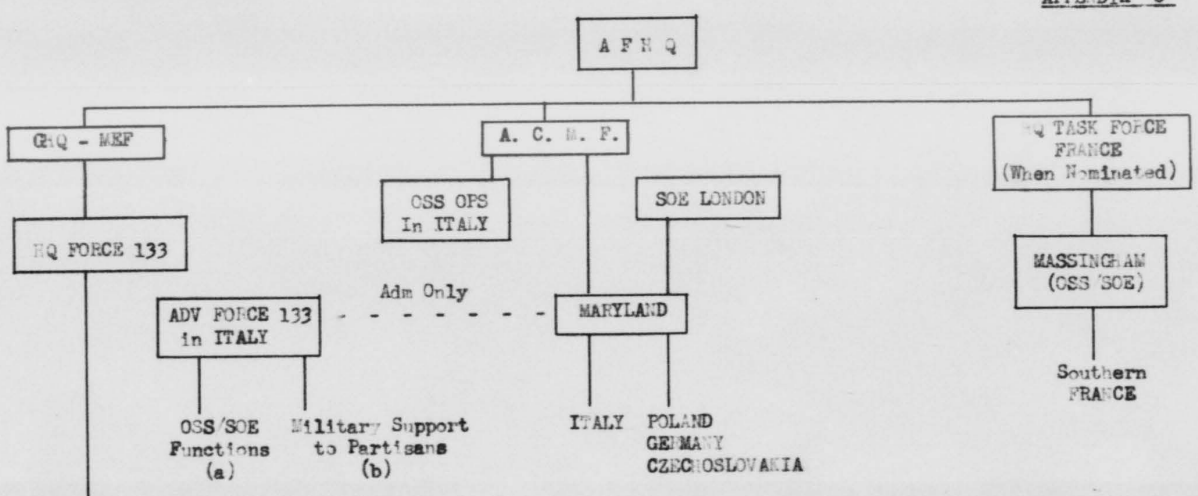
Revised to 10 Feb 1944

APPENDIX 'C'




NOTES: (a) (1) Command of Force 133 advance base in the HEEL.
(2) Administrative arrangements for dispatch of OSS/SOE support to Balkan countries.
(3) Coordination with local Naval and Air Force commands for Sea and Air transportation facilities for SOE, OSS, ISLD, PWE.

(b) (1) Coordination of Partisan military operations.
(2) Military support of Partisans.
(3) Provision of air support to Partisans.
(4) Naval support to Partisans.

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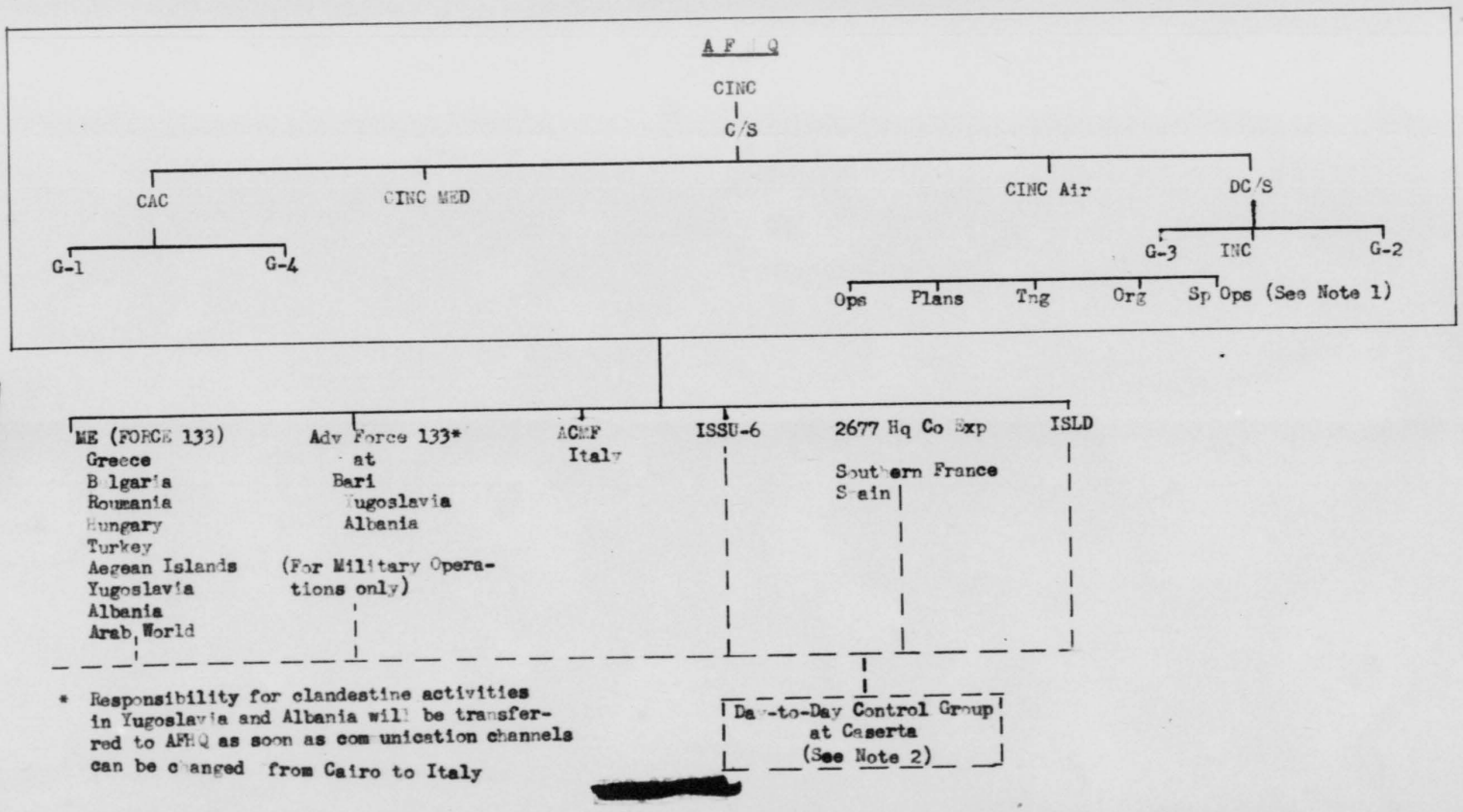
CONTROL OF SPECIAL OPERATIONS

OFFICER ONLY
APPENDIX "A"



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REQUIREMENTS, AVAILABILITY AND ALLOCATION OF SPECIAL OPERATIONS AIR SORTIES - Corrected to 15 February 1944

| | FEBRUARY | | | MARCH | | | APRIL | | | MAY | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Required | Allotted | Available | Required | Allotted | Available | Required | Allotted | Available | Required | Allotted | Available |
| South France | 70 | 70 | 70 | 120 | 120 | 120 | 130 | 130 | 130 | 130 | 130 | 130 |
| N. Italy | 30 | 30 | | 30 | 30 | | 30 | 30 | | 30 | 30 | |
| Poland | 10 | 10 | | 30 | 30 | | 44 | 44 | | | | * Balance to be allotted later. |
| Greece | 28 | 28 | | 128 | * Remaining | | 40 | * Balance to be | | 40 | | |
| Yugoslavia | 80 | 80 | | 80 | sorties (170) to be | | 80 | Allotted later. | | 80 | | |
| Albania | 12 | 12 | | 10 | allotted to Balkans | | 10 | | | 10 | | |
| Bulgaria | 20 | 20 | | 30 | by Force 133 through | | 40 | | | 50 | | |
| Roumania | -- | -- | | ( 4) | Special Ops Advance | | -- | | | -- | | |
| Hungary | -- | -- | | (--) | Echelon at FAIRBANKS | | -- | | | -- | | |
| Czechoslovakia | -- | -- | | (--) | | | -- | | | -- | | |
| SUB TOTAL | 180 | 180 | 180 | 312 | | 230 | 244 | | 224 | ? | ? | ? |
| TOTAL | 250 | 250 | 250 | 432 | | 350 | 374 | | 354 | ? | ? | |

NOTES:
1. Above availability figures based on 10 sorties per month by craft now assigned to OSS, and do not include any possible assignment of additional B-17s.
2. The deficiency in March of 82 sorties exists only by virtue of 100 sorties for Greece if NOAH'S ARK is put in operation.
3. Availability figures for S. France, and all other areas combined, are shown separately in view of the location of the aircraft, - BLIDA and the Heel.
4. Resources of 334 Wing, 51 Troop Carrier Wing, Italian aircraft 68 Ren Group, 1568 (Polish) Flight are included.
5. Requirements for BALKANS are based on ME estimates (cable 3600, 8 Feb), for S. France and N. Italy on figures submitted by ISSU 6 and OSS and approved by G-3 (Special Operations)
6. Availability figures are based on JCS/117, 11 Feb, Air Marshal Slesser to AFHQ.
7. Sorties required are based on Halifaxes or aircraft of equivalent load-carrying capacity. (A Halifax will carry 50% greater net load than a B-17.)
8. For the six months period January to June, inclusive, experience indicates that aircraft can make an average of 3.3 successful sorties per month. Also, only 5 % of attempted sorties are successful due to difficulty in finding a pin-point, lack of contact with receiption committee, enemy activity, etc.

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TABLE OF ORGANIZATION AND EQUIPMENT
No. 1-40-15

ARMY AIR FORCES
HEADQUARTERS AND HEADQUARTERS SQUADRON, FIGHTER COMMAND
Section I
ORGANIZATION
Designation: Headquarters, #____ Fighter Command
Headquarters Squadron, #____ Fighter Command

| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | 24 | 25 | 26 | 27 | 28 | 29 | 30 | 31 | 32 | 33 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | Headquarters | | | | | | | | | | | | | | | | | | | Headquarters squadron | | | | | | | | |
| | | | | | Staff group | | | | | Special staff | | | | | | | | | | | | | | Administrative | | | | Tech | Tact | | | |
| 1 Unit | Specification serial number | Grade | Total | Commanding general and aides | Chief of Staff | Personnel A-1 | Intelligence A-2 | Operations and training A-3 | Materiel A-4 | Airborne defense | Communications | Inspection | Special services | Weather | Adjutant general | Antiaircraft artillery | Chaplain [a] | Cwedical | Engineer | Judge advocate | Medical [a] | Ordnance | Quartermaster | Squadron headquarters | Mess | Security | Supply and transportation | Engineer | A Flight | Enlisted cadre | Civil air raid warning | Special duties |
| 2 STRENGTH SECTION | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 3 Major general | | M gen | 1 | 1 | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 4 Brigadier general | | B gen | 1 | | 1 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 5 Colonel | | Col | 3 | | 1 | | | 1 | | | 1 [b1] | | | | | | | | | | | | | | | | | | | | | |
| 6 Lieutenant colonel | | Lt col | 20 | | | 1 | 2 | 1 | 1 | | 2 | 2 | | 1 | 1 | 1 [a1] | 1 | 1 | 1 | 1 | 2 | 1 | 1 | | | | | | | 1 | 1 |
| 7 Major | | Maj | 28 | | 2 | 2 | 2 | 3 | 2 | (1 [b1]) | 6 | 3 | 1 | | 1 | 1 [a1] | | 1 | | | 2 | 1 | | 1 | | | | | | | |
| 8 Captain | | Capt | 18 | 1 | | 1 | 2 | 1 | | | 3 | 2 | 1 | | | 1 | | 1 | | | 1 | 1 | 1 | | | | | 1 | 1 | | 1 | 1 |
| 9 First lieutenant | | 1stLt | 13 | | | | 2 | 2 | 1 | | 3 | | | 1 | | | | | | | | | | 1 | 1 | 1 | 1 | | | | | |
| 10 Total commissioned | | | 84 | 2 | 4 | 4 | 8 | 8 | 4 | | 15 | 7 | 2 | 2 | 2 | 1 | 1 | 3 | 1 | 1 | 5 | 3 | 2 | 2 | 1 | 1 | 1 | 1 | 1 | | 2 | 2 |
| 11 Warrant officer | | WO | 6 | | | | | | 1 | | 2 | 2 | | | 1 | | | | | | | | | | | | | | | | | |
| 12 Master sergeant | | M sgt | 13 | | | 1 | 1 | 1 | 1 | | 3 | 1 | | | 1 | | | | | | 1 | 1 | 1 | | | | | 1 | | 9 | | |
| 13 First sergeant | | 1stsgt | 1 | | | | | | | | | | | | | | | | | | | | | 1 | | | | | | 1 | | |
| 14 Technical sergeant | | T sgt | 25 | | | 1 | 1 | 1 | 1 | | 2 | 3 | | | 2 | 1 | | 1 | | | 1 | 1 | 1 | | | | | 1 | 8 | 13 | | |
| 15 Staff sergeant | | S sgt | 47 | | | 3 | 2 | 2 | 1 | 1 | 5 | | 1 | 1 | 4 | 1 | | 1 | 1 | 1 | 1 | 2 | | 1 | 1 | 1 | 2 | 5 | 10 | 22 | 1 | 1 |
| 16 Sergeant | | Sgt | 72 | | 1 | 3 | 3 | 3 | 3 | 1 | 13 | | 1 | | 5 | | | 1 | 2 | | 1 | 2 | 1 | 2 | 8 | 3 | 2 | 7 | 10 | 24 | 1 | 1 |
| 17 Corporal | | Cpl | 84 | 1 | 1 | 2 | 4 | 4 | 3 | | 11 | | 2 | 1 | 8 | 2 | 1 | 1 | | 1 | 2 | 1 | 1 | 5 | 8 | 5 | 10 | 3 | 7 | 17 | | |
| 18 Private, first class | | Pfc | 61 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 19 | | | | | | 3 | 4 | 6 | 3 | 1 | 18 | | 2 | | 13 | | | 2 | | 1 | 1 | 1 | 2 | 23 | 6 | 28 | 8 | 1 | 3 | 6 | | |
| 20 Private | | Pvt | 61 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 21 Total enlisted | | | 368 | 1 | 2 | 13 | 15 | 17 | 12 | 2 | 52 | 4 | 6 | 2 | 33 | 4 | 1 | 6 | 3 | 3 | 7 | 8 | 6 | 32 | 23 | 37 | 22 | 18 | 38 | 92 | 2 | 2 |
| 22 Aggregate | | | 452 | 3 | 6 | 17 | 23 | 25 | 17 | 3 | 69 | 13 | 8 | 4 | 36 | 7 | 2 | 9 | 4 | 4 | 12 | 11 | 8 | 34 | 24 | 38 | 23 | 19 | 39 | 92 | 4 | 4 |
| 23 QUALIFICATION SECTION | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 24 OFFICERS AND WARRANT OFFICERS | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 25 PILOTS AND RATED OFFICERS (others as indicated) | | TOTAL | 14 | 2 | 2 | | | 7 | | | | 1 | | | | | | | | | | | | 1 | | | | | 1 | | | |
| 26 e-engine pilot | 0002 | M gen | (1) | (1) | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 27 | 0002 | B gen | (1) | | (1) | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 28 | e | Col | (2) | | (1) | | | (1) | | | | | | | | | | | | | | | | | | | | | | | | |
| 29 | | Ltcol | (1) | | | | | (1) | | | | | | | | | | | | | | | | | | | | | | | | |
| 30 | | Maj | (4) | | | | | (3) | | | | | | | | | | | | | | | | (1) | | | | | | | | |
| 31 | | Capt | (3) | (1) | | | | (1) | | | | | | | | | | | | | | | | | | | | | (1) | | | |
| 32 | | 1stLt | (1) | | | | | (1) | | | | | | | | | | | | | | | | | | | | | | | | |
| 33 Operations | 2161 | Ltcol | (1) | | | | | | | | | (1 [b1]) | | | | | | | | | | | | | | | | | | | | |
| 34 ARMAMENT AND CHEMICAL | | TOTAL | 1 | | | | | | | | | 1 | | | | | | | | | | | | | | | | | | | | |
| 35 Armament inspector | 4822 | Capt | (1) | | | | | | | | | (1) | | | | | | | | | | | | | | | | | | | | |
| 36 COMMUNICATIONS | | TOTAL | 9 | | | | | | | | 8 | 1 | | | | | | | | | | | | | | | | | | | | |
| 37 Communications | 0200 | Ltcol | (1) | | | | | | | | (1) | | | | | | | | | | | | | | | | | | | | | |
| 38 Communications inspection | 2580 | Maj | (1) | | | | | | | | | (1) | | | | | | | | | | | | | | | | | | | | |
| 39 Radio (Signal Corps) | 0500 | Maj | (1) | | | | | | | | (1) | | | | | | | | | | | | | | | | | | | | | |
| 60 | | 1stLt | (1) | | | | | | | | (1) | | | | | | | | | | | | | | | | | | | | | |
| 41 Radio, VHF (Signal Corps) | 0503 | Capt | (1) | | | | | | | | (1) | | | | | | | | | | | | | | | | | | | | | |
| 42 Security, cryptographic | 9610 | Capt | (1) | | | | | | | | (1) | | | | | | | | | | | | | | | | | | | | | |
| 43 | | 1stLt | (1) | | | | | | | | (1) | | | | | | | | | | | | | | | | | | | | | |
| 44 Telephone and telegraph (Signal Corps) | 0400 | Maj | (1) | | | | | | | | (1) | | | | | | | | | | | | | | | | | | | | | |
| 45 | | 1stLt | (1) | | | | | | | | (1) | | | | | | | | | | | | | | | | | | | | | |
| 46 ENGINEERING | | TOTAL | 4 | | | | | | 2 | | | 2 | | | | | | | | | | | | | | | | 1 | | | | |
| 47 Aircraft maintenance | 4823 | Ltcol | (1) | | | | | | (1) | | | | | | | | | | | | | | | | | | | | | | | |
| 48 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

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ARMY AIR FORCES
HEADQUARTERS AND HEADQUARTERS SQUADRON, FIGHTER COMMAND
Section I
ORGANIZATION
Designation: Headquarters, ✓____ Fighter Command
Headquarters Squadron, ✓____ Fighter Command

T/O & E 1-50-1S
WAR DEPARTMENT,
Washington, 25, D.C.

| 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | 24 | 25 | 26 | 27 | 28 | 29 | 30 | 31 | 32 | 33 | 34 | 35 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | Headquarters | | | | | Special staff | | | | | | | | | | | | | | Headquarters squadron | | | | | | | Special staff augmentation | | | |
| | | | Staff group | | | | | | | | | | | | | | | | | | | Administrative | | | | Tech | Tact | | | | | |
| | Total | Commanding general and aides | Chief of Staff | Personnel A-1 | Intelligence A-2 | Operations and training A-3 | Materiel A-4 | Airborne defense | Communications | Inspection | Special services | Weather | Adjutant general | Antiaircraft artillery | Chaplain a | Cmedical | Engineer | Judge advocate | Medical a | Ordnance | Quartermaster | Squadron headquarters | Mess | Security | Supply and transportation | Engineer | A Flight | Enlisted cadre | Civil air raid warning | Ground observer | Radio silence | Identification |
| | 1 | 1 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 1 | | 1 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 3 | | 1 | | | 1 | | | | | 1 b | | | | | | | | | | | | | | | | | | | | | |
| 202 | 20 | | | 1 | 2 | 1 | 1 | | 2 | 2 | | 1 | 1 | 1 c | 1 | 1 | 1 | 1 | 2 | 1 | 1 | | | | | | | | 1 | 1 | 1 | 1 |
| | 28 | | 2 | 2 | 2 | 3 | 2 | (1 d) | 6 | 3 | 1 | | 1 | 1 c | | 1 | | | 2 | 1 | | 1 | | | | | | | | | | |
| | 18 | 1 | | 1 | 2 | 1 | | | 3 | 2 | 1 | | | 1 | | 1 | | | 1 | 1 | 1 | | | | | 1 | 1 | | 1 | 1 | 1 | 1 |
| lt | 13 | | | | 2 | 2 | 1 | | 3 | | | 1 | | | | | | | | | | 1 | 1 | 1 | 1 | | | | | | | |
| | 84 | 2 | 4 | 4 | 8 | 8 | 4 | | 15 | 7 | 2 | 2 | 2 | 3 | 1 | 3 | 1 | 1 | 5 | 3 | 2 | 2 | 1 | 1 | 1 | 1 | 1 | | 2 | 2 | 2 | 2 |
| | 6 | | | | | | 1 | | 2 | 2 | | | 1 | | | | | | | | | | | | | | | | | | | |
| lt | 13 | | | 1 | 1 | 1 | 1 | | 3 | 1 | | | 1 | | | | | | 1 | 1 | 1 | | | | | 1 | | 9 | | | | |
| | 1 | | | | | | | | | | | | | | | | | | | | | 1 | | | | | | 1 | | | | |
| lt | 25 | | | 1 | 1 | 1 | 1 | | 2 | 3 | | | 2 | 1 | | 1 | | | 1 | 1 | 1 | | | | | 1 | 8 | 13 | | | | |
| | 47 | | | 3 | 2 | 2 | 1 | 1 | 5 | | 1 | 1 | 4 | 1 | | 1 | 1 | 1 | 1 | 2 | | 1 | 1 | 1 | 2 | 5 | 10 | 22 | 1 | 1 | 1 | 1 |
| | 72 | | 1 | 3 | 3 | 3 | 3 | 1 | 13 | | 1 | | 5 | | | 1 | 2 | | 1 | 2 | 1 | 2 | 8 | 3 | 2 | 7 | 10 | 24 | 1 | 1 | 1 | 1 |
| | 84 | 1 | 1 | 2 | 4 | 4 | 3 | | 11 | | 2 | 1 | 8 | 2 | 1 | 1 | | 1 | 2 | 1 | 1 | 5 | 8 | 5 | 10 | 3 | 7 | 17 | | | | |
| | 61 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | 3 | 4 | 6 | 3 | 1 | 18 | | 2 | | 11 | | | 2 | | 1 | 1 | 1 | 2 | 23 | 6 | 28 | 8 | 1 | 3 | 6 | | | | |
| | 63 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 368 | 1 | 2 | 13 | 15 | 17 | 12 | 3 | 52 | 4 | 6 | 2 | 33 | 4 | 1 | 6 | 3 | 3 | 7 | 8 | 6 | 32 | 23 | 37 | 22 | 18 | 30 | 92 | 2 | 2 | 2 | 2 |
| | 458 | 3 | 6 | 17 | 23 | 25 | 17 | 3 | 69 | 13 | 8 | 4 | 36 | 7 | 2 | 9 | 4 | 4 | 12 | 11 | 8 | 34 | 24 | 38 | 23 | 19 | 39 | 52 | 4 | 4 | 4 | 4 |
| | 14 | 2 | 2 | | | 7 | | | | 1 | | | | | | | | | | | | 1 | | | | | 1 | | | | | |
| | (1) | (1) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | (1) | | (1) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | (2) | | (1) | | | (1) | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | (1) | | | | | (1) | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | (4) | | | | | (3) | | | | | | | | | | | | | | | | (1) | | | | | | | | | | |
| | (3) | (1) | | | | (1) | | | | | | | | | | | | | | | | | | | | | (1) | | | | | |
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| | (1) | | | | | | | | | (b 1) | | | | | | | | | | | | | | | | | | | | | | |
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| | (1) | | | | | | | | | (1) | | | | | | | | | | | | | | | | | | | | | | |
| | 9 | | | | | | | | 8 | 1 | | | | | | | | | | | | | | | | | | | | | | |
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[1] One also historical.

The Fighter Command is a tactical and administrative unit providing the staff required for a complicated command of several arms and services. It may be employed for air defense or with the offensive employment of fighter aircraft. Each unit requires complementation by a Signal Headquarters Company, Aircraft Warning Service, Fighter Command and the major subsidiary units i. e., fighter wings in the number required.

[J] Headquarters commandant.

[K] Flight surgeon.

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145.161-3
Jul - Dec 1944

RETURN TO:

Director
Aerospace Studies Inst
ATTN: Archives Branch
Maxwell AFB, Alabama

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AFRER
Colonel Giffin/ek/4627
16 December 1944

Secret by authority of
CG AAF

Date ... Initials ...
... Director
... Air Force Studies Unit
RETURN TO

MEMORANDUM FOR THE CHIEF OF AIR STAFF:

Subject: Status of Buzz Bomb Project

1. General Arnold's approval of the proposal that we attain the operational capability of launching 100 JB-2 buzz bombs per day included instructions that a radio explaining the project be dispatched to General Eisenhower.

2. This radio to General Eisenhower requires the approval of OPD, SHAEF, and possibly that of General Marshall, in view of the cost to manpower, shipping, and especially artillery ammunition production inherent in the buzz bomb project. Further, General Hull had been instructed to prepare an OPD study respecting our operational employment of buzz bombs, and OPD has been awaiting the AAF study.

3. Our study and a proposed radio to General Eisenhower were given informally to the Strategy Section of OPD on 14 December. The Strategy Section is preparing comments on our study for General Hull, which will apparently be generally favorable to the project, will indicate a necessity for examining possible uses of the JB-2 against the Japs and will recommend an immediate intensive study by the ASF of the exact extent to which such critical materials as artillery ammunition will be affected by the program. The highly critical state of artillery ammunition at this time is considered to make such an analysis mandatory before a radio can be dispatched to ETO, despite the obvious fact that each day of delay will mean an equal delay to our capability of launching buzz bombs against the enemy.

4. Action has already been initiated:

a. To open a procurement source for the highly critical radar beacon which will be required in the JB-2 to permit accuracy of control.

b. To start on-the-job training for instructor and cadre personnel for JB-2 units at Eglin Field as well as to investigate factory school possibilities.

DONALD WILSON
... General, U. S. Army
Chief of Air Staff
Operations, Commitments & Requirements

Gen Kuter

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AFAEP
BJG/mc/5834
14 Dec 44

Brigadier General William D. Old, USA
Commanding General, I Troop Carrier Command
Stout Field
Indianapolis, Indiana

Dear Don:

Thank you for your letter of 30 November in which you informed me of plans which you have been considering to enable furnishing the ETO troop carrier crews trained on C-46 type aircraft.

Your comments concerning the economy of transitioning crews on C-46s in this country, rather than overseas, are concurred in, and plans now being formulated by this headquarters in coordination with your headquarters for the conversion of your combat crew training schools from C-47 to C-46 are occasioned by the requirement to send C-46 trained crews to all theaters as soon as possible. This conversion of your CCTS's to C-46 crew production is considered the most practicable method of meeting the growing theater requirements for troop carrier crews trained on that type aircraft.

As you know, the 349th Troop Carrier Group is committed by War Department directive to the continental United States to provide the minimum troop carrier aviation required for joint training of airborne units and replacements of the Army Ground Forces. While this commitment may not require continuously the entire capabilities of the 349th Group, this headquarters must guard against commiting the unit to C-46 crew transition training to such an extent that conflict with joint training requirements may result.

Your desire to give personnel of the 349th an opportunity for overseas duty and thus prevent stagnation within that unit is concurred in. If plans now under consideration for exchanging the 349th Group for one now in the U.K. materialize, that problem will be solved. Otherwise it might be practicable for you to rotate crews which have completed training at one of your CCTS's through the 349th Group thus releasing crews from that unit for overseas duty.

You are undoubtedly in close contact with General Welsh's office on all of these training matters, and I appreciate your passing such information on to me and hope you will continue to do so.

Sincerely,

AFAEP

L. S. KUTER
Major General, U.S.A.
Asst Chief of Air Staff, Plans

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ACP.20
(12)

20 November 1944

MEMORANDUM FOR THE SECRETARY, JOINT ALLOCATION (AIR):

SUBJECT: United Kingdom Request for Two A-26C (Bomb-nose) Aircraft.

1. The Army Air Forces recommends disapproval of the UK request for two A-26C aircraft at this time.

2. All production of A-26C aircraft in November and December is required by the Army Air Forces and is planned to be used as indicated below:

| Month | Tactical Availability | Allocation | | Purpose |
|---|---|---|---|---|
| Nov | 28 | ETO | - 26 | Conversion of 3 A-20 Groups now in progress. |
| | | MTO | - 1 | For a Mobile Training Unit. |
| | | Third AF | - 1 | Training purposes. |
| Dec | 44 | ETO | - 11 | Same as above. |
| | | MTO | - 19 | Initial increment for conversion of A-20 Group in Feb. |
| | | Third AF | - 14 | Training purposes. |

To meet the conversion program in ETO, 96 A-26C aircraft should be in the theater by 31 December 1944, if the desired proportion (one-third bomb-nose, two-thirds gun-nose) of this series is met. It is estimated that probably less than fifty (50) will actually have arrived by that date. Obviously, if November and December AAF expectancies are lowered, the shortage in the theater will be increased. In this connection, the desired use of the A-26B (gun-nose) aircraft in the theater for bombing missions is dependent upon having sufficient bomb-nose versions available.

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There is a training requirement for forty-four (44) A-26C's by the end of this year. To meet this, seven (7) aircraft will be in training activities by 1 December, and fourteen (14) more are allocated from late December expectancies.

H. V. BASTIN,
Lt. Colonel, G. S. C.,
Executive, Logistical Plans Division,
AC/AS, Plans.

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16 November 1944

MEMORANDUM FOR THE SECRETARY, JOINT ALLOCATION (AIA):

SUBJECT: United Kingdom's Request for One O-A-10A Canso A Amphibian.

The attached Disposition Form from OPD-WDGS, dated 4 November 1944, above subject, is forwarded for your information and necessary action.

H. V. BASTIN,
Lt. Colonel, G. S. C.,
Executive, Logistical Plans Division,
AC/AS, Plans.

Incl
As noted above.

NOTE: For cy of incl see Log.Plans files.

Cy to Plans

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**United Kingdom's Request for Assignment of 12 Liberator B-24 Aircraft**

ACAS, Plans, Operational Plans Division — 3 Nov 1944

ACAS, Plans, Logistical Plans Division — 1
HVB/lg/71127

Request your comments and recommendations on the attached request.

Incl
Mem abv subj frm
Subcom on Airc
Distrib dtd 1 Nov 44

H. V. BASTIN
Lt. Colonel, G. S. C.
Executive, Logistical Plans Division

TO: AC/AS, Plans, Logistical Plans Division — DATE_____

FROM: AC/AS, Plans, Operational Plans Division — COMMENT NO. 2
ACC/ff/6724

In the basic communication General Baker has indicated that the RAF request for twelve Liberator aircraft can be met from the present overage of American stock in MAAF. Whether or not such an overage of American stock in the MAAF will be maintained is not known in this office and it is suggested that OC&R be querried prior to the granting of the RAF request for the twelve B-24 aircraft for their Polish Flight.

Incl
n/c

JOE L. LOUTZENHISER
Brigadier General, U. S. A.
Chief, Operational Plans Division

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United Kingdom's Request for Assignment of 12 Liberator B-24 Aircraft

ACAS, Plans, Operational Plans Division — 3 Nov 44

ACAS, Plans, Logistical Plans Division — 1
HVB/lg/71127

Request your comments and recommendations on the attached request.

Incl
Memo abw subj frm
Subcom on Airc
Distrib dtd 1 Nov 44

H. V. BASTIN,
Lt. Colonel, G. S. C.
Executive, Logistical Plans Division

TO: AC/AS, Plans, Logistical Plans Division — DATE 6 Nov 44

FROM: AC/AS, Plans, Operational Plans Division — COMMENT NO. 2
ACC/mar/6724

In the basic communication General Baker has indicated that the RAF request can be met from American stock in M.A.A.F. In view of this, this office concurs in the assignment of 12 Liberator B-24 Aircraft to the United Kingdom.

Incl
n/c

JOE L. LOUTZENHEISER
Brigadier General, USA
Chief, Operational Plans Division

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CASE NO. 634, Part I

1 November 1944

MEMORANDUM TO AC/AS, PLANS, LOGISTICAL PLANS DIVISION:

SUBJECT: United Kingdom's Request for Assignment of 12 Liberator B-24 Aircraft.

1. The Royal Air Force Delegation on 27 October submitted the following letter to the Secretary, MAC (Air):

"Air Ministry have stated a requirement for twelve Liberator B.24 Aircraft.

"These aircraft are required to expand and maintain No. 1586 (Polish) Flight in M.A.A.F. which for operational reasons cannot be re-equipped with Stirling aircraft as had been originally planned.

"This additional commitment cannot be met from the R.A.F.'s existing resources in M.A.A.F., nor are there any B.24 aircraft which can be diverted from other destinations to meet this commitment.

"The Deputy Air Commander M.A.A.F. has already approached General Arnold and General Baker regarding this requirement, and it has been agreed that these aircraft can be supplied from American stocks in M.A.A.F. subject to the approval of the Combined Munitions Assignments Board. Pending this approval the Deputy Air Commander M.A.A.F. has been asked to arrange for the loan of twelve aircraft from American stocks in the theatre.

"As No. 1586 Flight is within the R.A.F. Target Force, it is Air Ministry's responsibility to bid for the aircraft required on behalf of the Poles, and it is requested that twelve Liberator B.24 aircraft be assigned and delivery effected as soon as possible."

2. In order that this case may be presented to the Subcommittee on Aircraft Distribution for its deliberation, it will be appreciated if your office will procure and furnish recommendations from interested offices on the case.

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3. This request appears to be over and above the request from the RAF dated 2 October 1944, wherein the assignment of 20 Liberator B-24 aircraft was asked for equipping and maintaining one Royal Air Force R. C. M. Squadron to a strength of sixteen tactical plus five training aircraft. That request (Case 634, Basic) is at present being considered by MAC (Air) and its subcommittee.

G. L. KIBLER
Captain, AC
Secretary

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United Kingdom's Request for One C-A-10A Canso A Amphibian

ACAS, Plans, Operational Plans Division 3 Nov 1944

ACAS, Plans, Logistical Plans Division 1

HVB/lg/71127

Request your comments and recommendations on the attached request.

Incl
Memo abv subj frm
Subc on Airc Distrib
dtd 2 Nov 44 (cc)

H. V. BASTIN
Lt. Colonel, C. S. C.
Executive, Logistical Plans Division

TO: AC/AS, Plans, Logistical Plans Division

FROM AC/AS, Plans, Operational Plans Division

4 Nov 1944
Comment No. 2
BJG/ni/5834

Operational Plans has no objection.

Incl
n/c

JOE L. LOUTZENHEISER
Brig. General, U.S.A.
Chief, Operational Plans Division

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COPY

CASE NO. 630, Part I

2 November 1944

MEMORANDUM TO AC/AS, PLANS, LOGISTICAL PLANS DIVISION

SUBJECT: United Kingdom's Request for One O-A-10A Canso A Amphibian

1. The following letter dated 31 Oct 44 has been received from the representative of the RAF:

"In a letter reference A.20,582/41 dated 11th August 1944, addressed to Lt. Colonel C. W. Newhall, Material & Services Command, U.S.A.A.F., we requested the loan of one O.A.10A Canso "A" aircraft for Royal Air Force Transport Command (No. 45 Group) Montreal, where it was required for the purpose of training additional crews to flight deliver P.B.2B aircraft from Elizabeth City.

"The original period of the loan was six weeks, but this period was extended for a further month as the training had not been completed.

"It has now been ascertained that the training programme will continue through December 1944, and that there will be a continuing requirement for this aircraft in 1945. In these circumstances it is considered desirable that the aircraft should be formally assigned to the U.K. rather than that the loan period be indefinitely extended.

"It is requested therefore that aircraft serial no. 44-33965 at present on loan be assigned to U.K."

2. In order that this case may be presented to MAC (Air) Subcommittee on Aircraft Distribution, the receipt of recommendations procured by your Office will be appreciated.

G. L. KIBLER
Captain, Air Corps
Secretary

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RECENT DEVELOPMENTS IN OPERATIONAL TACTICS BY FIGHTERS AND MEDIUM BOMBERS OF M.A.T.A.F.

1. In compliance with your request for a brief summary of recent developments in operational tactics within M.A.T.A.F., the following notes are submitted:-

FIGHTERS.

A. Rocket attacks:

(1) At present only a limited number of a/c of one Fighter Group have been equipped for rockets. Their use thus far has been straight forward and has consisted chiefly in: (a) attacks on railroad rolling stock and M/T following a normal strafing run up to the target, and (b) as a supplement to normal bombing missions. It is felt that their use in attacks on small targets such as gun positions, tanks etc., may be greatly increased to good advantage. In this respect their use on anti-flak missions might afford excellent results.

B. Fuel Tank Incendiary Bombs:

(1) A considerable increase in the use of this type bomb has taken place in the past three weeks. Although reports on the effectiveness of this type bomb are as yet inconclusive, it would appear from evidence available that this type attack may prove to have great capabilities. At first, fuel tank incendiary attacks were all made a low altitude to overcome the inaccuracy obtained when dropped from higher altitude. As pilot familiarity with this type bomb has increased, it has become possible to release bombs in a normal fighter bomber approach, with the release point however at an altitude lower than normal. The addition of fins to these bombs, which modification is now being undertaken, should improve the flight characteristics of the bomb, and should increase the accuracy when dropped from higher altitudes. Fire bomb attacks at present are limited to close support targets such as occupied wooded areas, strong points etc., it is felt that their use may quite pforitably be extended to stores dumps, congested marshalling yards and as an anti-personnel weapon. In this respect their use against gun positions in combination with rocket attacks may well prove to be the most effective way of dealing with this difficult target.

C. Anti-flak Attacks:

(1) The following requirements have been found to be of utmost importance in the carrying out of anti-flak diversion attacks in co-ordination with medium bomber attacks on heavily defended targets:

(a) Complete information on the medium bombers plan of attach including:

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(i) R/V points and time.
(ii) Route to target.
(iii) Initial points and times.
(iv) Target, target time, axis and altitude of attack and target time.

(b) Complete information on the flak defenses to be neutralized including:

(i) Pinpoint location of guns.
(ii) Photographs of gun positions.
(iii) Priority placed upon the various guns by the medium bombers since at times sufficient fighters may not be available to effectively neutralize all guns in the area.

(c) Complete information of the light flak installations in the area in order that fighter losses may be minimised.

(2) From considerable experience of this type attack units of this Command have found that the attack may be most effectively carried out when actual positions of guns are known from photographs so that they can make a definite attack on a specific target rather than merely go to a "target area" and spray the area with their guns or fire back at those guns firing at them.

(3) An additional requirement is that the fighters have the complete medium bomber plan of attack in order that the flak guns may be neutralised while the bombers approach the bomb release line. Also so that fighters may attack and be clear of the target area before the bombs start bursting. This may best be effected by having a normal R/V between fighters and bombers at least fifteen minutes flight from the target area. The fighters may then leave the bombers at any point along the route, usually at the initial point, and go in to a fast dive so as to reach target area, just prior to the bomber attack. Attempting this type attack coordinated purely by time rather than by a R/V has not proven satisfactory in the past.

D. Close Support.

(1) A method of air-ground liaison new to this Command has been adopted recently. This means of passing targets from ground to air has been given the name "Rover Joe" and is organised as follows:

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(a) A VHF station manned by two experienced fighter-bomber pilots is set up at a forward observation post where a good view of the area to be worked may be had.

(b) Army requests for immediate support are passed to these two officers, who have the authority to accept or reject the army's targets based upon the availability of aircraft, the possibility of a pilot finding the target with only air briefing and the suitability of the target for air attack.

(c) If the target is accepted it is then plotted on Map-mosaics, photographs, and a 1 to 50,000 scale map.

(d) Flights of aircraft assigned to work with "Rover Joe" are normally despatched in units of four aircraft each to arrive at target area at intervals of 30 minutes from first light to last light. Upon arrival in target area flight leader calls "Rover Joe", gives his callsign and requests a target. If "Rover Joe" has no target for the flight, they are instructed to proceed to their alternate target making use of the 1 to 50,000 map which the pilot carries, day land marks installed by the ground forces, and obvious, or easily seen features of terrain. In addition, coloured smoke will at times be placed on the target by artillery fire, and on particularly difficult targets or when a target is particularly close to the bomb safety line, Rover Joe may direct the flight leader to make a dry run on the target before dropping his bombs in which case it is possible Joe to cheke visually that the pilot has found the correct target.

(e) Specially gridded maps on a 1 to 1000,000 scale have been used successfully in the past and 1 to 50,000 maps are being used with greater success at present, however it is felt that targets will be more easily found and identified and air briefing more easily carried out when a photographic map mosaic properly gridded is made available.

(f) The prime requisite for success in this type operation is the choice of an officer to act as Rover Joe who has the ability to talk the flight to its targets.

E. Reduction in size of Flights.

(1) One of the most significant changes in recent months has been the reduction of the number of aircraft in the normal flight from 12 to 8 or 4 a/c. This has been possible because of the almost complete lack of enemy air opposition encountered. Benefits which have resulted from this are numerous:

(a) On normal recces for road or rail movement, manoeuvreability of the formation is a prime requisite and this has been aided considerably by reducing the size of the flight from 12 a/c to 4. Actually results have improved so that claims for four



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ship flights are now larger than was true previously for 12 ship flights. With the same number of sorties available, coverage of enemy territory is now three times as frequent using four ship flights.

(b) Accuracy on all targets is improved as less attention need by paid to flying formation and more be paid to hitting the target. The added manoeuvreability also shows dividends in increased accuracy.

(c) Smaller flights draw less anti-aircraft fire, achieve surprise more easily, and when they do draw fire it is more easily avoided as evasive action can be taken more quickly, violently and effectively with smaller formations.

(d) The number of targets engaged, the area covered and the frequency of coverage are all increased so that greater areas of enemy territory are kept in a state of constant alert all as a result of this tactical change.

MEDIUM BOMBERS.

1. GENERAL.

During the summer of 1944 medium bombers of the 12th Air Force reached a height of precision bombing believed unequalled in any theater. No revolutionary new tactics were involved in attaining this high standard of bombing efficiency; rather it can be attributed as accumulative from the results of hard training both on the bombing range andin formation flying, confidence of the crews in their direction, leadership and equipment, the experience level of combat personnel, and the build up of a very high competitive spirit not only between the Marauder crews of the 42nd Bomb Wing and the Mitchell crews of the 57th Bomb Wing, but also between the groups constituting the wings. Bombing accuracy and mission efficiency figures rose steadily as did the ratio between targets attacked and targets destroyed. At the present standard, conservatively, 75% of the number of bombs dropped fall within 500 feet of the centre of the target with direct hits being scored on 4 of every 5 pinpoint targets attacked. Bombing of this standard has made it possible to greatly reduce the size of a formation necessary to be put against a target to ensure its destruction. 18 to 24 aircraft is the normal force used against precision targets, this number being reduced to 12 when no enemy air activity is expected and flak defenses are not too heavy.

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2. NORMAL TACTICS.

The tactics of the medium bombers in executing attacks on precision targets (rail and road bridges make up 90% of our missions) may be summed up as follows. Bombing is with the Norden bomb sight from altitudes of 9,000 to 12,000 feet. Targets are attacked normal to the longitudinal axis of the targets, thus providing the bombardier with an allowable deflection error equal to half the length of the target, and giving him an excellent reference line on which to synchornise the horizontal cross hair of the bomb sight. Data is generally preset to cause the first bomb to strike just short of the objective, with the weight of the pattern thus extending through it. A six ship formation is normally the basic bombing unit with the lead bombardier sighting for range and deflection and the remaining aircraft toggleing on his drop. Experiments with radio release the lead ship drop have not proved as reliable as alert toggle bombardiers. Proper positioning of aircraft in each six ship unit both horizontally and vertically is essential to produce the compact bomb pattern necessary for the destruction of the target with a small bomber force.

3. SPECIAL TACTICS.

In attacks against targets heavily defended by flak, certain tactics have been developed, both active and passive, to reduce medium bomber losses and to increase the probabilities of the success of the mission.

a. ACTIVE TACTICS.

Active methods include coordinated attacks by fighters on the principal gun positions (see fighter reference to same) and frag bombing or phosphorus bombing of the gun positions by a flight or flights of the mediums a few minutes prior to the attack by the main bomber force. Both methods have been tried with success, but it is generally believed that a caref lly planned, well coordinated, and skillfully executed attack by fighters is the best method for reducing the effectiveness of heavy concentrations of flak.

b. PASSIVE TACTICS: DECOY FLIGHT.

This development has come from the pronounced tendency and ability of German flak gunners to concentrate their fire on the lead ship of the first flight over the target. It was noted that repeatedly the formation leader would receive the full attention of all batteries. Since flak in this theater is normally highly concentrated about one particular objective, such as a vital communication center, and, generally speaking there are no other important objectives in the same vicinity, flak gunners have little difficulty in determing the bomber objectives



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and are thus able to withhold fire until the bombers are committed to their bomb run. As a result of this, many missions were unsuccessful due to the sudden appearance of intense accurate flak at the most critical point of the bomb run. To counter this, tactics have been developed using a decoy flight which simulates the activities of a normal formation leader by settling down to a bomb run approximately 30 seconds from the bomb release line. After about 15 seconds of bomb run, this flight takes violent evasive action and breaks off the attack without dropping bombs. Experience has shown that the German gunners are unable to shift their fire from the decoy flight to the following flights in time to effectively interfere with their bomb runs. Employing these tactics against a PO River bridge defended by 60 heavy guns and 70 light guns concentrated within 5 miles of the target, 63 Marauders completely destroyed the bridge, suffering the loss of only one crew although 59 aircraft were damaged.

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U. K's Request for Twenty Liberator B-24 Aircraft

ACAS Plans, Operational Plans Division (European Branch) — 11 October 1944

ACAS Plans, Logistical Plans Division — 1

HVB:mec 71127

Request your recommendations and reasons therefore relative to the attached request.

H. V. BASTIN,
Lt. Colonel, G. S. C.,
Executive, Logistical Plans Division.

Incl -
Memo abv subj frm Sec/Subc
Airc Distrib dtd 7 Oct 44

TO: AC/AS, Plans Logistical Plans Division — DATE 11 October 1944

FROM: AC/AS, Plans Operational Plans Division — COMMENT NO. 2
ACO/mar/72538

1. WAR 32462 dated 18 September 1944 to Spaatz from Arnold authorized physical transfer of subject aircraft and advised that Air Ministry should initiate action to obtain permanent assignment through MAB either as advanced delivery of part of allocation already set up or additional to allocation.

2. It is recommended that the request of the British for these aircraft be approved.

JOE L. LOUTZENHEISER
Brigadier General, USA
Chief, Operational Plans Division

Incl
n/c

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CASE 634

7 October 1944

MEMORANDUM TO AC/AS, PLANS, LOGISTICAL PLANS DIVISION:

SUBJECT: U. K's Request for Twenty Liberator B-24 Aircraft:

1. Under date of 2 Oct 44, the Royal Air Force Delegation submitted the following request to the Secretary, Munitions Assignments Committee (Air):

"It has been agreed between the United States Strategical and Tactical Air Forces European Theatre and Air Ministry that a number of Liberator B.24 aircraft will be transferred from USSTAFE to the R.A.E. to equip and maintain one Royal Air Force R.C.M. Squadron to a strength of sixteen tactical plus five training aircraft. Air Ministry has asked that aircraft so supplied be considered as additional to existing allocations.

"The first transfer of aircraft in this connection has now been notified and covers five training and fifteen tactical aircraft. It is understood that the aircraft are new with the exception of four trainers which are part-worn, but in good condition.

"Additional aircraft required to cover wastage are being furnished as needed and it is suggested that details of aircraft so supplied be provided at three monthly intervals.

"C.C.A.B. approval of the transfer of twenty Liberator B.24 aircraft to the United Kingdom is requested."

2. Upon receipt of comments or indorsements from your Office, on this application, it will be presented to the Subcommittee for Aircraft Distribution for consideration.

G. L. KIBLER
Captain, Air Corps
Secretary

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Transmittal of Correspondence

Chief of the Air Staff

Asst C/AS, Operations, Commitments and Requirements 1
Col Sweetser/ac/74611

1. On 3 October 1944 this Office was directed to prepare an appropriate letter for signature of General Giles acknowledging receipt of Major General Twining's personal letter to General Giles inclosing report on Fifteenth Air Force's Historical Monograph Operation FREEDOM.

2. This operation was conducted 1[illegible]-17 September 1944. The Monograph contains all pertinent data concerning Allied prisoners of war in Bulgaria and evacuation therefrom.

3. Operation FREEDOM was conducted with the same efficiency as the Fifteenth Air Force's previous operation REUNION (recovery of our prisoners of war from Roumania).

4. Recommendation:

a. It is recommended that the inclosed letter be signed and forwarded.

1 Incl - Ltr for
Sig of Gen Giles

Asst for Air Forces_____

Requirements Division_____

AC/AS, Plans_____

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[redacted] authority of
CG AAF

Date Initials
Col Sweetser/ac/74511
AFHRQ/T
Written 5 October 1944

Major General N. F. Twining, USA
Commanding General, Fifteenth Air Force
A.P.O. 520, c/o Postmaster
New York, New York

Dear Nate,

Thank you very much for your letter of 24 September 1944 inclosing report on operations FRELOW. I am pleased to note that this recovery was as successful as REUBION.

It is encouraging to know that you can effect these important miscellaneous operations at no expense to your strategic bombing program. In the event of complete German collapse I think that air is the preliminary solution to feeding and possibly recovering some or all of our people.

Thanks for mentioning USAFIME.

Sincerely,

AFHRQ/T AFAEP AFRES AFOCR

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File

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Colonel Sweetser/ac/74811
AFRDQ/T
Wrtn 6 October 1944
[redacted] by authority of
CG AAF

Date _____ Initials _____

MEMORANDUM FOR CHIEF OF THE AIR STAFF

Subject: Guided Missiles

1. On 3 October 1944 you directed Assistant Chief of Air Staff, DOAR to prepare a cablegram to Generals Spaatz and Baker pertaining to ETO and MTO requirements for JB-2's and JB-1's.

2. Review of all incoming and outgoing cablegrams pertaining to the general subject of guided missiles discloses that no references to previous cablegrams are required in either of the proposed outgoing cablegrams.

3. Proposed cablegram is attached.

4. A review of the progress of JB-2's and JB-1's discloses that the unsatisfactory progress of the JB-1's is such that the project:

a. May be dropped

b. In any event the bomb will not be sufficiently developed for offensive use for some months.

5. Recommendations:

a. That the cablegram (original attached) pertaining to both JB-1 and JB-2's not be sent.

b. That substitute cablegram (original attached) pertaining to progress of JB-2 development and theater requirements therefor be forwarded.

2 Att.
Att 1 - Cable
re: JB-1 & JB-2
Att 2 - Cable
re: JB-2

AFRDQ/T AFAMS AFACO AFAEP AFRDQ AFDOR

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Copy for: AFAEP

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5 October 1944

MEMORANDUM FOR THE RECORD: (Attention B. J. Gaylord)

Colonel Hardy of OPD called to inform this office that there is presently on file in office of OPD (Colonel Messmore) an AFF paper entitled "Command and Control of Allied Air Forces". Colonel Hardy stated that to the best of his knowledge there were only two copies available in Washington. OPD apparently holds both copies but will be pleased to make available for the perusal of Army Air Forces, either or both of such copies.

D. Dalzell

D. DALZIEL,
Lt Colonel, Air Corps



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AFAEP
BJG/ff/72538
wtn 2 Oct 44

MEMORANDUM FOR GENERAL ARNOLD:

Subject: Meeting in Los Angeles with Dr. Sproul.

1. Dr. Sproul was given the choice of having Mr. Lovett call on him in San Francisco or of his flying to Los Angeles to meet you and Mr. Lovett. He jumped at the latter choice.

2. If you will agree with Mr. Lovett as to time and place of meeting on 5 October, Dr. Sproul should be advised on Wednesday P.M. by telephone Ashbury 6000, San Francisco. His secretary's name is Miss Robb.

3. IV Air Force has an army aircraft standing by on 5 October for Dr. Sproul.

4. Information on U. S. Bombing Research Mission and subjects to be discussed with Dr. Sproul are attached. (Tab "A").

1 Incl
Tab "A"

L. S. KUTER
Major General, U. S. A.
Asst. Chief of Air Staff, Plans

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TAB "A"

SUBJECTS FOR DISCUSSION WITH DR. SPROUL

1. Is draft of letter Secretary of War to Dr. Sproul satisfactory to Sproul. (Letter is in Dr. Sproul's hands).

2. The first opportunity should be taken by Dr. Sproul to come to Washington to discuss organization.

3. A civilian Director of Economic Research to act as Dr. Sproul's Deputy should be immediately appointed. He should be prepared to go to England for organization purposes at once.

4. A key civilian, perhaps Chief of Political and Morale Division, should be appointed and sent to Washington to supervise procurement of civilian personnel and plans.

5. Regardless of V-E day, Dr. Sproul should make a trip to the U. K. just after 1 November (when he becomes available) and should spend enough time to put organization into final shape.

6. Mr. Lovett may care to discuss Major General Harrison.

7. Present status of U.S.S.A.S.A.

a. Has allotment of 60 officers - 60 E. M.

b. Allotment of 400 officers - 400 E.M. is being processed. To this, it is expected that 200 civilians may be added.

c. Colonel Theodore J. Koenig is the Executive Director in London. Lt. Colonel John P. Bradbee is the Executive in Washington. Office space has been assigned in the Pentagon.



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**Activities of the Ninth Air Force for period from 6 June to 20 August 1944.**

Office of Technical Information.
(Attention: Colonel Rex Smith)

2 Oct 44 1
ACG/jw/72538

AC/AS, Plans.

Attached report forwarded to you for off-the-record press conference use. (See attached note from General Auter).

JOE L. LOUTZENHEISER
Brig. General, USA
Chief, Operational Plans Div.

Incl.
Ltr 27 Sept 44
w/incl. (rpt)

(with original only)

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SUGGESTED ITEM FOR PRESS CONFERENCE

I can not over-emphasize the dreadful weather for air operations that we have been encountering in the European Theater. Our engineers have done magnificent work in keeping our fields operational in the forward area. Only a few days ago, General Vandenberg, Commanding General of the Ninth Air Force told us that in support of a jump-off of two of our major ground formations, three of our marauder groups took off with 220 yards maximum visibility and no apparent ceiling. You well know what a high performance aircraft a Marauder and B-26 is. These planes all came back and returned safely to base. While the marauders were doing work under these impossible conditions, our fighters had the same sort of weather but were not stopped by it.

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BOMBING IN THE BALKANS

I have here a very interesting little booklet which can not be quoted directly but will give you an indication of the accuracy of some of the bombing that we are doing in support of the Partisans in the Balkans. 28 B-24's dropped 82 500 lb. bombs across the area of a German troop concentration in a small town in the Balkans. Note that these were 28 planes, that is about 280 aircrew members. You can see by referring to the pictures in what an accurate manner these attacks were delivered.

When words came back from the Partisans, who shortly thereafter took the town, we found that we had killed 600 Germans besides knocking out 150 trucks. In other words, on this one attack our aircrews killed twice their weight in Germans.

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Subject: U. K. Request for Transfer of 26 Canadian-built Mosquitos from USAAF to RAF.

To: ACAS Plans, Operational Plans Division — 2 October 44

From: ACAS Plans, Logistical Plans Division — #1 RVB/hhm/74055

Request your comment or concurrence relative to the attached request.

Incl -
Memo above subj frm
Subc/Airo Distrib
dtd 30 Sep 44

H. V. BASTIN
Lt Col, G.S.C.
Executive, Logistical Plans
ACAS, Plans.

TO: AC/AS, Plans - Logistical Plans Division.

FROM: AC/AS, Plans - Operational Plans Division.

DATE ~~3 October 44~~
Comment No. 2
TSO/jw/5834

Concurred.

Incl -
n/c

JOR L. LOUTZENHEISER
Brig. General, USA
Chief, Operational Plans Div.

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CASE NO. 478, PART I

30 September 1944

MEMORANDUM FOR AC/AS, PLANS, LOGISTICAL PLANS DIVISION:

SUBJECT: U. K. Request for Transfer of 26 Canadian - built Mosquitos from U.S.A.A.F. to R.A.F.

1. A memorandum of 28 September 1944 received from the representative of the Royal Air Force Delegation states:

"U.S.T.A.F. have offered the R.A.F., 12 Canadian Mosquitos held in the U.K. surplus to U.S.A.A.F. requirements, and as an urgent requirement has arisen in the U.K. for aircraft for maintenance of light Bomber Squadrons, the offer has been accepted and the aircraft have been taken on loan.

"U.S.T.A.F. state that a further 14 Mosquitos are available in the U.S.A. subject to the R.A.F. taking delivery in the U.S.A. This offer has also been accepted by the R.A.F.

"It is requested that 26 Mosquito aircrafts be transferred to the Royal Air Force, as soon as possible."

2. In order that this case may be presented to the Subcommittee on Aircraft Distribution for its consideration, necessary comments or indorsements from your office will be appreciated for accompanying the request.

G. L. KIBLER
Captain, Air Corps
Secretary

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AFAEP [redacted]
wtn 2 Oct 44

Range Tests on B-17 Type Aircraft

ACAS, Operations, Commitments and Requirements

ACAS, Plans

1
JDC/jn/4152

1. It is requested that range tests for B-17 type aircraft be conducted to determine the actual combat range of the B-17 carrying bomb loads of 6,000 and 8,000 pounds.

2. Results of this test should include the altitudes at which the tests were run.

L. S. KUTER
Major General, U. S. A.
Asst Chief of Air Staff, Plans

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ACG/jw/72538
AFAEP
wtn 30 Sept 44

MEMORANDUM FOR GENERAL KUTER:

Subject: AAF Activities in the European and Mediterranean Theater Since 30 June 1943.

1. The attached rough draft was prepared in accordance with a verbal request by WD OPD, European Section, for a brief summary of USAAF activities in the European and Mediterranean Theaters from 30 June 1943 to 1 July 1945. The material is to be used in the preparation of the Biennial Report of the Chief of Staff.

2. In the request OPD stated they did not want a finished report inasmuch as the final report will not be submitted for some months. They merely wanted a rough outline of the high spots to date which would serve as a basis for thought. They specifically did not want voluminous statistics.

3. The attached rough draft has been seen by them and they have declared it satisfactory. They will call on us at some future date, probably early next year, for further information to bring them up to date just prior to their preparation of the final draft of General Marshall's report.

4. It is requested that this paper be returned to this office in order that it may be delivered by hand to Lt. Col. Lee of OPD as requested by him.

JOE L. LOUTZENHEISER
Brig. General, USA
Chief, Operational Plans Div.

Incl.
Draft of
Report.

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A. INTRODUCTION.

By June 1943 the African Campaign had been brought to a successful conclusion. In conjunction with the comparatively small, though valiant, efforts of our air forces operating out of England, this campaign marked the real baptism of fire for the USAAF against the Luftwaffe.

Though the German Air Force had been expelled from Africa, only a relatively small portion had been committed in that area and it still remained a very formidable and effective force.

The purpose of this report is to summarize briefly the part played by the USAAF since Tunisia in the battle to defeat Germany, a battle which though still continuing is favored by, after many months of bitter struggle, our almost complete mastery of the skies.

B. OBJECTIVES.

1. Strategic.

a. At "QUADRANT" the Combined Chiefs of Staff reached certain agreed conclusions. That which concerned the employment of the Strategic Air Forces, "para. 10, The Bomber Offensive", read as follows:

> "The progressive destruction and dislocation of the German military, industrial and economic system, the disruption of vital elements of lines of communication, and the material reduction of German air combat strength by the successful prosecution of the Combined Bomber Offensive from all convenient bases is a prerequisite to OVERLORD (barring an independent and complete Russian victory before OVERLORD can be mounted). This operation must, therefore, continue to have highest strategic priority."

b. The fulfillment of this assignment, then, may be regarded as the objective of our Strategic Air Forces.



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2. Tactical.

a. The mission of our Tactical Air Forces remained the same, i.e., a maximum of support to the successful prosecution of the land battle.

C. ACHIEVEMENTS.

It is the purpose of these paragraphs to examine how successfully the Strategic and Tactical Air Forces have carried out their assignments. In the interest of brevity only the most vital targets will be discussed.

1. Reduction of the Fighting Value of the GAF.

a. The projected expansion of the German Fighter Force had been arrested in 1943 by desperate attacks by the small forces available. February, 1944, saw overwhelming strength applied for the first time, with decisive results. From February 1944 until D-Day in June the fighting value of the GAF steadily declined. Neither the Eighth nor the Fifteenth Air Forces, have, since then, ever been deterred from attacking any assigned target, no matter where located, for fear of the casualties that might be incurred. Furthermore, to our knowledge, no Allied Ground General, and no Allied Admiral, has reported that their recent operations have even been hindered by enemy air force action.

2. Dislocation of the German Military, Industrial and Economic System.

a. Ball-Bearings. - One industry, and only one, appeared so concentrated and located as to offer some chance of worthwhile results in the lean year of 1943. This was ball bearings.

In addition to being more concentrated than any other, it was essential to nearly every part of military production. The industry was repeatedly attacked, and by June, 1944, its production was reduced to 45.5% of what it had been in July 1943.

b. Oil. - The real attack on Axis oil commenced in May 1944 and has never ceased. By the end of July, 60 separate installations in nine different countries had been attacked by U. S. Air Forces. During



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this three months period the Eighth and Fifteenth Air Forces dropped a total of 28,300 tons of bombs on Axis oil installations, cutting the enemy's gasoline production to 20% of his normal requirements. The British War Cabinet and all intelligence agencies in the United Kingdom consider this attack to have been fatal.

c. Armored Fighting Vehicles, Motor Transport Factories, and Ordnance Depots. - Air attacks on these have been uniformly successful and have contributed in no small measure to the critical shortage of this equipment in the German ground armies on all fronts. An estimate of the precise results, however, must await the cessation of hostilities.

3. Disruption of Vital Elements of Lines of Communication.

a. On the Western and Mediterranean fronts concerted attacks have been executed on enemy rail and road communications, and these have played a vital part in the success of each campaign. The movement of enemy divisions at critical times has been decisively slowed, and supplies of fuel, ammunition, and food consistently denied to him. Attacks on rail centers have undoubtedly had some effect on the overall efficiency of his rail systems, but the most decisive successes have been achieved in the establishing of definite lines of interdiction by the destruction of bridges along the river Seine, Loire, Rhone and Po.

4. Direct Tactical Support of Ground Forces.

To date four major uses for the Strategic Air Forces in Tactical roles have been developed.

a. The destruction and neutralization of fixed ground positions and strong points, such as shore defenses at beachheads and ports.

b. The obliteration by very dense concentration of bombs of large areas of enemy ground positions, enabling break throughs to be accomplished by our troops, as at St. Lo and Caen.

c. The dropping of supplies in very large quantities in daylight to forces of the interior, such as the Maquis in France.

d. The landing of large quantities of supplies close behind the front of our own armies to assist in supporting rapid advances.



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5. The achievements of the Tactical Air Forces, though not as sensational as those of the Strategic Air Forces, have been nonetheless of inestimable value in the successes of our armed forces in Europe. From July 1, 1943 to September 15, 1944 the aircraft of the Tactical Air Forces flew 431,831 sorties and dropped 225,956 tons of bombs in support of the ground forces. These figures include fighter patrols and bombs dropped on enemy airdromes and installations proximate to the battle area.

A fitting tribute to the manner in which the Air Forces fulfilled the directive laid down to them at "QUADRANT" is found in an extract from a cable dated 3 September 1944 from General Eisenhower to General Arnold:

> "The basic conception underlying this campaign was that possession of an overpowering Air Force made feasible an invasion that would otherwise be completely impossible. The Air has done everything we asked. It has practically destroyed the German Air Force. It disrupted communications, it neutralized beach defenses andit has been vitally helpful in accomplishing certain breakthroughs by ground forces. While all this was being done the Strategic Forces have been committed to the greatest extent possible on strategic targets and have succeeded in preventing substantial rehabilitation of German industry and oil production."

Although by no means a Pyrrhic one, the victory which the USAAF has scored in its fight to fulfill its mission has not been cheap. In the course of gaining conclusive air superiority in Mediterranean and European skies, wreaking havoc with Nazi industry and contributing immeasurably to our advances on the ground, we have lost 10470 aircraft in combat with the Germans. Though it appears high, this figure bears out the determination, aggressiveness, and fortitude of our airmen. Never on the defensive, we have not allowed the possibility of high losses to deter us from attacking and destroying the most heavily defended targets.

D. BUILD-UP.

1. In order to fully appreciate and realize the magnitude of the effort put forth by the USAAF against the Axis in the European and Mediterranean Theaters in the past fifteen months a brief outline of the build-up in forces necessary to the results which have been achieved is appropriate.





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2. In June 1943 we were represented in those theaters by three Air Forces, the Eighth in England and the Twelfth and Ninth in the Mediterranean. The Eighth had a total of 1612 combat aircraft of which 834 were heavy bombers. In the Mediterranean our combat aircraft totaled 3489, of which 460 were heavy bombers. Imposing though these figures are they seem Lilliputian in comparison to the numbers we now have.

3. In the European theater the Eighth and the Ninth, which moved there in September 1943, now possess an approximate total of 8516 combat aircraft, excluding 1863 troop carrier planes. Heavy bombers number 3,402.

4. The present United States contribution to the Mediterranean Allied Air Forces consists of the Twelfth and Fifteenth Air Forces possessing a total of 3868 combat aircraft, of which 1491 are heavy bombers. They also have 238 troop carriers. Though the increase in total aircraft in this theater is small the increase in heavy bombers is outstanding.

5. The overall increase in both theaters since June 1943 amounts to about 150% which when losses sustained during the period are considered becomes a truly amazing figure and a tribute not only to the expansive capabilities of the USAAF but to the productive capacity of the United States.

E. FUTURE PLANS.

Though the directive states this report is to cover the activities of our Air Forces in Europe from 1 July 1943 to 30 June 1945, time limitations prevent factual account of operations occurring after 15 September 1944. It is therefore proposed to cover the period from that date to 30 June 1945, by an outline of contemplated plans.

1. Until Germany is defeated there will be no let up in our current endeavors in Europe. Upon the Nazi collapse it is planned to redeploy a substantial number of AAF combat units from the European and the Mediterranean to the Pacific theaters of war (JCS - 521/6).

a. Approximately 15% of the Air Forces units in the European and Mediterranean theaters will remain in Continental Europe as an Occupational Air Force. (JCS 942/3).

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b. About 30% will be returned to the U. S. for rehabilitation and further training. These units will be components of the Strategic Reserve.

c. Of those units to be redeployed to the Pacific (55% of the units in ETO-MTO):

(1) Multi-engined bombers would be flown via the U. S. so that aircraft could be reconditioned and reserve crews picked up.

(2) Fighter units will generally be moved directly from the European and Mediterranean theaters to the Pacific theaters by water, without staging in the U. S. except for certain air echelons returning to the U. S. for conversion purposes.

(3) Required reconditioning and reorganization to standard T/O and E of units redeployed directly to the Pacific will be accomplished in Europe.

(4) Personnel with the shortest length of service overseas will generally be sent to the Pacific; those with intermediate length of service overseas, together with volunteers, will comprise the Occupational Air Force; those with the longest period of service overseas will return to the U. S. with the Strategic Reserve.

F. INNOVATIONS AND SPECIAL FEATURES.

In conclusion, it is considered worthwhile to include a brief description of outstanding aerial instruments and weapons developed within the past 15 months which have contributed in large measure to the successes enjoyed by our armed forces.

1. PFF (Pathfinder Force) - The perfection of this technique which enabled us to bomb accurately through overcasts was a prime factor in the s success of our bombing efforts. With its innovation the enemy no longer enjoyed respite from aerial attack because of cloud-obscured targets.

2. Airborne Rockets - Thousands of destroyed enemy armored vehicles and pill boxes bear mute testimony to the effectiveness of this weapon which when mounted from the air has the added advantage of almost unlimited range.



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3. Tank-Fighter Bomber Team. - This partnership which reached, and is still maintaining, its peak in the invasion of France, has resulted in our demonstrating to the Germans the real meaning of "Blitz" warfare.

4. Long Range Fighters. - These aircraft have made possible the deep penetrations of enemy territory by our heavy bombers. Prior to their advent the loss rate of bombers was such as to render deep penetrations uneconomical.

5. Airborne Army. - Even as this is being written General Brereton's First Airborne Army is fighting its way into Germany. Though airborne units varying in size from detachments to a division have been previously employed, General Brereton's command represents the first use of airborne units on an army scale.

6. Jet Propelled Fighters. - Although these fighters have not yet engaged in actual operations it is expected that they will take their place among our fighting planes within the next few months. Though, in all probability, too late for large scale use in the European war, it is expected that they will aid materially in securing for us the complete mastery of the Asiatic skies.



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Cy for European Section

wtn 30 Sep 44

MEMORANDUM FOR GENERAL KUTER:

Subject: Comments on OC&R Range Test - B-17's vs B-24's

1. The range tests of B-17's vs B-24's as reported in a memorandum to General Craig from General Mervin E. Gross stated that the bomb load was 3,000 pounds. It is suggested that range tests of the same aircraft carrying bomb loads of 6,000 and 8,000 pounds be conducted to determine the range differential.

2. For the war in the Pacific 3,000 pound bomb loads are at an absolute minimum, for effective coverage of targets with the limited base facilities that in turn limit the number of aircraft to be operated.

3. Range tests should result in a radius of action in total mileage rather than in the mileage differential as given in the above memorandum.

2 Incls
Memo for Gen Kuter, 29 Sep 44, subj as sbv
Cy memo for Gen Craig, subj: B-17 vs B-24, Range Test

JOE L. LOUTZENHEISER
Brigadier General, U. S. A.
Chief, Operational Plans Division

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RETURN TO:
Director
Aerospace Studies Inst
AU Archives Branch
Maxwell AFB Alabama

MEMORANDUM FOR GENERAL KUTER:

Through: General Loutzenheiser

Subject: Special Air Staff Committee for AAFSAT.

1. Reference attached report on the Senior Officers' Course at AAFSAT, written by Lt Colonel Dall after his recent attendance thereat, in light of the highly constructive criticism contained therein, I have discussed this report at some length with Colonel Dall with a view toward having a copy sent to AAFSAT for their information. Colonel Dall stated that most of the comments had already been passed to the Commandant prior to his leaving AAFSAT, as a result of which it was agreed that sending a copy of the report to the school would serve no useful purpose.

2. Growing out of our conversation, a suggestion was made by Colonel Dall which seems to merit consideration. In general, he felt that if AAFSAT were "fed" by this Headquarters certain timely information reflecting current thought, policy, intentions and developments that the school could accomplish its mission infinitely better. To ebla in the case of a single example, if AAFSAT were to be given timely thoughts such as those of General Arnold's on large scale "airphibious operations", etc., AAFSAT could disseminate the doctrine to all students who take the course, most of whom are key men on various Air Force Staffs and whose duties cover a general cross section of all Air Force activities and those of the Ground and Naval services most closely allied to them.

3. It is not unreasonable to expect that, if such doctrine were taught at AAFSAT, it would have spread to, and partially through, most of our higher echelon Air Staffs within a comparatively short period of time. Further, the policy contained therein would likewise be disseminated to Army and Navy Staffs.

4. An outstanding example of where progressive Air Force officers completely "won over" Ground and Naval Force Officers on a combined staff was recently effected in MTO. There, during April and May of this year, JPS of AFHQ was drawing up plans for occupying Europe under RANKIN "C" conditions. The Ground Force planners envisaged an over-land and over-water occupation which they estimated would take 30-40 days. Air Planners immediately threw in the almost revolutionary idea of occupying the areas by air - carrying in occupational ground forces by every airborne means available - including bombers. The JPS subcommittee and finally JPS

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itself was convinced that it could be done - and all plans were rewritten along these lines. SHAEF was enlightened as to this trend of thought in an exchange of cables and presumably revamped appropriate portions of its plan. At the time I left MTO, AFHQ was still planning occupation as indicated above. The entire idea could be traced back to one man on the Air Planning Staff who "indoctrinated" his subordinates with the idea. They in turn "sold" it successfully to the Ground and Naval Forces. As is usual in such cases, much of the doctrine was discussed over the dinner table or a bottle of wine, in "bull sessions", etc. These officers were Air Force "salesmen", freely giving their ideas to the other services and enlightening them on the enormous possibilities involved through the employment of Air Forces, not only at the conference table but whenever and wherever the opportunity presented itself. Soon these Ground and Naval people were speaking Air Force "language" - not just the flying characteristics of P-51's, etc. - but actual Air Force Doctrine. Ground and Naval officers!

5. In my opinion, the sooner that all Air Force officers talk, eat and sleep "Air", (just as fervently, for example, as certain religions practice their faith) the sooner our Armed Forces will become completely air conscious. All Air Force officers should be enthusiastically prepared to "spread the gospel of air". The time is not far distant, in my opinion, when The Air Forces will find themselves battling at the conference table with the Army and Navy over the question of how the future set-up of our Armed Forces should be organized in the years to come. We shall need more than just a few officers qualified to carry forth our arguments. Those at the conference table won't be able to win the battle alone. It will also be fought on the golf links, in the clubs, etc. All Air Force officers - certainly all of field grade and above - should be able to discuss intelligently Air Force policy and doctrine and the solid reasons therefore AAFSAT, to my mind, offers the medium through which we can inculcate them with these principles. If all graduates of AAFSAT were thus indoctrinated, Air Force policy and doctrine should quickly spread, not only throughout our Air Staffs, but also throughout Ground and Navy staffs - as ink poured into water diffuses to all corners of the bottle.

6. Colonel Dall suggests the formation of an informal committee or Board in our Headquarters here, consisting of say five to ten officers who have attended AAFSAT, the function (part time only) of which would be to disseminate to AAFSAT (through say Air Force Board Control Office in OC&R) applicable policies and thoughts, as well as technical and tactical developments, originating in or being processed through our Headquarters. In the case of highly secret matters a simple clearance system could be worked out to screen such information as it might be considered not desirable to pass down. Such a representative committee might consist of a member of each of the following staff sections:

AC/AS, Plans
Operational Plans Division

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Logistical Plans Division
Combined & Joint Staff Division
Post-War Division

AC/AS, OC&R
Commitments Division
Requirements Division

AC/AS, Training
Air Crew Training Division

The Air Communications Officer
Equipment Division

7. Colonel Ball is agreeable to act as the working member of such a committee if one were formed. After noting his enthusiasm, it is my opinion that he would prove an excellent officer to start the ball rolling.

8. As a last thought, if such a project were to bear fruit, it might be worthwhile to consider changing or augmenting the present course at AAFSAT to include a separate course, probably for senior officers only, on Air Force policy and doctrine. The school might then be charged with teaching policy as well as tactical and technical matters.

9. Recommend that the undersigned be given permission to inquire of Colonel Holden, The Commandant at AAFSAT, if in his expert opinion the ideas expressed above offer as many possibilities as outlined herein. In the event Colonel Holden agrees with the idea a further study of the problem and recommendations can then be made by The Operational Plans Division.

1 Incl.
Report Course at AAFSAT

D. DALZIEL
Lt Colonel, Air Corps

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Item from M.I. 15, War Office, London

AC/AS, Intelligence, Technical and Tactical Division
(Attention Lt Col Devereux)
AC/AS, Plans

1

EWT/mc/5834

The attached item from M.I. 15, War Office, London, is transmitted for your information and for dissemination if you find it of sufficient importance.

JOE L. LOUTZENHEISER
Brig General, U.S.A.
Chief, Operational Plans Division

1 Incl.
Item from M.I. 15,London

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MEMORANDUM FOR GENERAL KUTER:

Subject: ATC Facilities for the Navy in England

1. Discussion with ATC representative, Colonel Grant Mason, reveals two points:

a. At request of the Navy, ATC will transport personnel and freight from England to the Continent in the usual manner providing advance notice of tonnage and number of personnel is provided. ATC cannot earmark a certain number of transport aircraft for exclusive Navy use.

b. ATC suggests that if the Navy so desires, they (the Navy) may submit thematter to the Joint Army Navy Air Transport Committee.

2. General George of ATC has stated that he will be glad to discuss this matter personally with the Navy if they desire to see him.

3. The undersigned is the officer to whom investigation of this matter has been delegated.

ALVAN C. GILLEM,II
Lt Colonel, Air Corps

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AFAEP
ACC/ff/6724
wtn 29 Sept. 44

MEMORANDUM FOR GENERAL KUTER:

Subject: Comments on OC&R Range Test - B-17's VS B-24's.

1. The results of this range test, as furnished by OC&R, conform with the conclusions drawn by the Statistical Control Division in the comparison of B-17's and B-24's (SC-SP-518, dated 3 April 1944).

2. The B-24 is established to have a greater range than the B-17. However, statistics show that under actual battle conditions a greater percentage of B-17's will reach the target and consequently drop a greater tonnage of bombs than will a corresponding number of B-24's.

3. The range test further substantiates Statistical Control Division's conclusion that the B-17 consumes less fuel per hour and maintains a better operational performance, especially at high altitudes.

JOE L. LOUTZENHEISER
Brig. General, U. S. A.
Chief, Operational Plans Division

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AFROM
TLM/me/53[illegible]
Wrtn 29 Sept 44

[redacted]

by authority of
The Chief, Air General
Army Air Forces
Date Initials

MEMORANDUM FOR GENERAL GILES:

Subject: Fighter Aircraft and Heavy Bombardment Crew Situation in ETO and MTO.

1. The present fighter situation in ETO and MTO is as listed below:

| UK | P-38 | P-47 | P-51 | Total |
|---|---|---|---|---|
| Required in Theater | 333 | 1887 | 1332 | 3552 |
| In theater | 426 | 1909 | 1264 | 3599 |
| Difference | + 93 | + 22 | - 68 | + 47 |
| Now at Sea | 27 | 69 | 88 | 184 |
| At POE | 25 | 90 | 157 | 272 |
| To Depart US in Oct | 34 | 390 | 212 | 636 |
| Total | 86 | 549 | 457 | 1092 |

| MTO | P-38 | P-47 | P-51 | Total |
|---|---|---|---|---|
| Required in Theater | 333 | 666 | 481 | 1480 |
| In Theater | 288 | 645 | 430 | 1363 |
| Difference | - 45 | - 21 | - 51 | -117 |
| Now at Sea | 56 | 62 | 6 | 124 |
| AT POE | 11 | 22 | 54 | 87 |
| To Depart US in Oct | 46 | 78 | 56 | 180 |
| Total | 113 | 162 | 116 | 391 |

2. The present heavy bombardment crew situation in ETO and MTO is as listed below:

| UK | | MTO | |
|---|---|---|---|
| Heavy Bomb Crews Authorized | 3960 | Heavy Bomb Crews Authorized | 2016 |
| In theater | 3820 | In theater | 1516 |
| Difference | - 140 | Difference | - 500 |
| Heavy Bomb Crews Enroute | 95 | Heavy Bomb Crews Enroute | 374 |
| To depart US 28 Sept - 30 Oct | 702 | To depart US 28 Sept - 30 Oct | 738 |
| Total | 797 | Total | 1112 |

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Redeployment of the Army Air Forces

AC/AS, Plans

26 Sept. 1944

AC/AS, Personnel - Military Personnel Division

1
AFPMP-13/JWP-so/73872

1. Attached is the final draft of the standards and procedures to effect lateral transfers of personnel among Army Air Forces units in ETO and MTO prior to redeployment. Your office concurred in a similar paper on or about 27 July 1944.

2. Your concurrences or comments are desired not later than 30 September 1944.

1 Incl
Draft

E. S. WETZEL
Colonel, GSC
Chief, Mil Pers Div

TO: AC/AS, Personnel - Military Personnel Division DATE_____

FROM: AC/AS, Plans COMMENT NO. 2
ACG/ff/72538

Concur in basic communication.

1 Incl
n/c

JOE L. LOUTZENHISER
Brig. General, U. S. A.
Chief, Operational Plans Division

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Subject: U. K.'s Request for Two O-A-10A Canso A Amphibian Aircraft.

To: ACAS, Plans-Operational Plans Division.

From: ACAS, Plans-Logistical Plans Division.

26 Sept 44
#1
RVB/hhm/74055

Request your comment or concurrence relative to the attached request.

H. V. BASTIN
Lt. Colonel, G.S.C.
Executive, Logistical Plans Div.
ACAS Plans

Incl -
Memo abv subj frm
Subc/Airc Distrib
dtd 23 Sep 44

TO: ACAS Plans, Logistical Plans Division

FROM: ACAS Plans, Operational Plans Division

DATE 28 Sept 44
Comment No. 2
ACO/jw 72038

As a result of discussion with OC&R (Requirements) and OC&R (Allocations) it is recommended that the assignment and delivery of two O.A.10A Canso "A" amphibian aircraft (without AAF modification) to the British be effected as soon as possible.

JOE L. LOUTZENHISER
Brig. General, USA
Chief, Operational Plans Div.

Incl.
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CASE 630

23 September 1944

MEMORANDUM TO AC/AS, PLANS, LOGISTICAL PLANS DIVISION:

SUBJECT: U. K.'s Request for Two O-A-10A Canso A Amphibian Aircraft.

1. A request dated 21 September 1944 from the Office of the Royal Air Force Delegation has indicated the Air Ministry stated a requirement for two O.A.10A Canso "A" amphibian aircraft.

2. The letter from the RAF states further:

"These aircraft are required for air/sea rescue and training purposes in No. 45 Group and are to replace amphibian aircraft which have been in service since March 1942 and which have now deteriorated to such an extent that they are beyond reasonable economic maintenance.

"Aircraft other than amphibians cannot be used for these duties as it is not possible to change 45 Group air/sea rescue machines with the seasons, and flying boats have only a limited usefulness.

"These aircraft are very urgently required, and it is requested that they be assigned and delivery effected as soon as possible."

G. L. KIBLER
Captain, Air Corps
Secretary

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Report "Enemy Defences".

AC/AS, Intelligence.

AC/AS, Plans.

26 Sept 1944 1
RWB/jw/5834

The attached report "Enemy Defences", Volume III, is forwarded for information and file.

JOE L. LOUTZENHISER
Brig. General, USA
Chief, Operational Plans Div.

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Rpt frm
M.A.[illegible].W.

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CALL MEMO

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| FROM: COL. DEANE | PHONE |
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|---|---|---|---|
| | CALLED YOU | | VISITED YOU |
| | PLEASE CALL | | RETURNED CALL |
| | WISHES APPOINTMENT | | WILL CALL BACK |
| | NO MESSAGE | | |

MESSAGE

IS SENDING YOU A GREAT BIG BOOK ON "ENEMY DEFENSES IN ITALY". GEN. ARNOLD WAS SO IMPRESSED HE SHOWED IT TO GEN. MARSHALL WHO WAS ALSO IMPRESSED. HE WANTS YOU TO READ IT, SHOW IT TO ANY OF YOUR PEOPLE (AND I SAID, BE IMPRESSED TOO?) AND HE SAID YES AND THEN SHOW IT OR SEND IT DOWN TO INTELLIGENCE.

MHB

CALL RECEIVED BY

G-1277, AF
Rev. 8-15-42

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CASE 602, REOPENING
(PART I)

23 September 1944

MEMORANDUM FOR AC/AS, PLANS, LOGISTICAL PLANS DIVISION:

SUBJECT: U.K.'s Request for Two Invader A-26C Aircraft.

1. Under date of 21 September 1944, the Royal Air Force Delegation's Representative submitted the following letter to the MAC(Air):

"The United Kingdom request for A-26 (Bombardier Nose Type) aircraft for trail purposes came before MAC (Air) on August 25th, Case No. 602, Part I. The request was denied on the basis of none-availability and it was suggested that the U. S. AAF in U.K. should be asked to loan one aircraft from the three which were then en route to them.

"Air Ministry have now advised that the U. S. AAF in U. K. state that as they have only three Bomber Nose Type A-26 aircraft they are unable to meet our requirements.

"It is therefore requested that two A-26C aircraft be assigned to the United Kingdom for immediate delivery."

2. In order that this case may be presented to the Subcommittee on Aircraft Distribution for its consideration and recommendations, it will be appreciated if necessary comments or indorsements on the case are procured and forwarded to the undersigned.

G. L. KIBLER
Captain, Air Corps
Secretary

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AFAEF
CHG/mc/6724
15 Sep 44

MEMORANDUM FOR GENERAL GILES

Subject: Operation [redacted]

1. The report received from General Baker, giving a detailed account of the evacuation from Rumania of several hundred of our personnel, is being reviewed by Lt Colonel Ball of AC/AS, Plans, with view toward exploiting its public relations possibilities.

2. Attached is a proposed message to General Baker, prepared in accordance with instructions contained in your R&R with which General Baker's report was transmitted to this office.

L. S. KUTER
Major General, U.S.A.
Asst Chief of Air Staff, Plans

1 Incl.
Proposed message

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HQ AAF AC/AS, PLANS AFAEP 15 September 1944

OPERATIONAL PLANS DIVISION, EUROPEAN BRANCH LT C L GUTRU/6724

[redacted] ROUTINE

CG MEDITERRANEAN ALLIED AIR FORCES CASERTA ITALY

CG ALLIED FORCE HEADQUARTERS CASERTA ITALY

BEING SERVED WITH GREAT INTEREST IS YOUR DETAILED REPORT OF RECENT OPERATION PD PAPER TO BAKER WHEN GILES SIGNED ARNOLD PAPER IT IS BEING REVIEWED FOR POSSIBLE PUBLIC RELATIONS USE TO GAIN SOME WELL EARNED PUBLICITY FOR INDIVIDUAL AND AIR FORCE PARTICIPANTS IN THIS JOB PD IN ADDITION TO OUR WARM TWO FOUR FIVE THREE NINE DATED SEPTEMBER SECOND DESIRE TO AGAIN EXPRESS OUR APPRECIATION AND ADMIRATION FOR TASK SUPERBLY ACCOMPLISHED

JOE L. LOUTZENHEISER
Brig General, U.S.A.
Chief, Operational Plans Division

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..FAEP
EWT/jv/8834
12 Sep 44

rewritten: 13 Sep 44 /mc

MEMORANDUM FOR THE COMMANDING GENERAL, ARMY AIR FORCES:

Subject: Axis Attacks Against United States.

1. Scientific developments along the line of offensive weapons have been such that the scale and potentialities of attacks by new and unknown weapons cannot even be surmised. Advances particularly in electronic control have been so rapid that we cannot extrapolate our information into the future. Some of our staff members feel that controlled rockets can be propelled by jet to distances as great as 2,000 and 3,000 miles. Other scientific principles not yet dreamed of may be used for the production of offensive weapons. In the evaluation of immediate and post-war planning for the Air Forces the requirements for defense against future weapons must not be forgotten by the executive and legislative branches of our government. Certainly our potential enemies will not be lulled into inactivity by the opiate of false security.

2. A study recently made in the Operational Plans Division summarizes the possibilities of German or Japanese attacks against continental United States. Possible weapons and types of attack, present status of defense in the United States, propoganda and morale, together with recommendation as to future plans are discussed. This report contains the following conclusion:

> The probability of attack has increased recently because of the development of new weapons and methods of attack including:
>
> a. Long range bombs, radio and gyro controlled;
> b. Long range bombers, with or without crews;
> c. Bacterial and gas warfare.

3. In spite of the threat of attack, our aircraft and anti-aircraft defenses have been reduced from a state of immediate readiness, because of the necessity of other requirements and commitments, and a false sense of security. The War Department until the present has felt that the American people should not be warned of these possibilities and lack of defense, yet it remains a War Department function to prepare for the contingency of such an attack. Preparation for the air defense is a primary interest and function of the Army Air Force.

4. Until the particular weapon to be combated is known, and the countering defensive system is organized and operating, the following recommendations must be made:

a. Maintain strong research sections for the study and development of the technical aspects of possible weapons.



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b. Develop necessary defensive measures, and test these in actual maneuvers.

c. Develop high altitude, high speed, jet-propelled aircraft with a view toward combining long range, high altitude bombs.

d. Maintain and modernize our antiaircraft defenses with complete electronic control and high velocity guns.

e. Make certain that at the peace table our potential enemies are not given or allowed mandate over any islands which would be a menace to continental United States or from which attacks could be launched.

f. Maintain excellent intelligence services in war and in peace which will inform us of the capabilities and probable intentions of our potential enemies.

g. Project our plans for defense into the future so that they will always be superior to the offensive weapons which may be used.

5. Without definite approval from the War Department it is considered that the Air Forces should be extremely reticent in their public relations with regard to notifying the American public of the possibilities of attack. However, the possibility of attack is present, and this appears to be an excellent time to approach General Marshall, and even President Roosevelt, so that immediate, transition, and post-war planning will include that for development and defense. This is a primary interest and function of the Army Air Forces.

6. It is recommended that the attached memorandum be dispatched to General Marshall and that this matter be discussed with the President. When the American people are aware of the possibility of future attacks it is assumed that necessary funds will be appropriated for:

a. Increasing and modernizing our aircraft and antiaircraft defenses, and for

b. Continuing research and development on possible future weapons and methods and defense to be used against them.

L. S. KUTER
Major General, U.S.A.
Asst. Chief of Air Staff, Plans

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BJG/mar/72538
wtn 19 Sep 44

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MEMORANDUM FOR GENERAL KUTER:

Subject: Assignment of General Harper to ETO.

1. A cable just received "Eisenhower to Arnold" in reply to requested approval of the assignment of General Harper to the ETO states:

a. Understand Spaatz has no objections.
b. Tedder has no objections.
c. There are plenty of first class air officers in Europe who will soon be out of a job.
d. Harper if sent would be assigned to Nucleus Control Council.
e. If Harper is sent the question will be reviewed later when senior ETO air officers are available.

2. Items (a), (c), and (e) above are believed to indicate General Spaatz' lack of enthusiasm for this assignment. General Arnold's policy of rotation for war service is in conflict with (c).

3. In (d) above there are two points to be noted.

a. General Eisenhower's lack of interest in building up the Allied Control Council. The continuance of SHAEF and Plan TALISMAN are actively supported.

b. General Wickersham's desire to have all planning for the Allied Control Council come under the Nucleus Control Council. General Wickersham plans 120 officers for the Army, 20 for the Navy and 8 or 10 for AAF. Admiral Glassford is not participating in the "Nucleus" but is under Admiral Stark (identical to set-up planned for General Harper under Spaatz). Colonel Tom Hammond, Executive to Military Advisor EAC and Lt. Colonel Ames USTAAF both advise that General Harper should not go under "Nucleus".

4. It is recommended that you discuss this question with General Fred Anderson before his departure with the following purpose:

a. To secure General Spaatz' active support of General Harper's assignment in view of the rotation principle.

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b. To discuss the possible assignment of General Harper as Air Advisor to the European Advisory Commission rather than to the Nucleus C.C. as the lesser of two evils.

c. Point out that the subject cable is not consistent with General Arnold's desire and Colonel Williamson's request that strong Air Force representation be made available at once in this field.

JOE L. LOUTZENHISER
Brigadier General, USA
Chief, Operational Plans Division

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[redacted] Written 15 Sep 44

Secret by authority of CG AAF

Date Initials

I G-3
II Chief of Staff

AFHRC

Colonel Giffin 4627

Developing Competent Staff Officers for Duty in Post War Europe

SUMMARY

1. A requirement exists for exceptionally well trained staff officers in meeting the foreseeable demands of our military occupational forces in Europe. While the need for officers to administer military government in specific localities can presumably be met through training sources already established, problems of coordinated military government involving combined action with Britain, the Soviet, and other United Nations must require the availability of numerous officers in advisory agencies and in a multitude of committees and subcommittees. J.C.S. 723, envisaging military government as operating under the broad policy directives of a combined control council, which in turn may be guided by the European Advisory Commission or some other policy making organization, points clearly to the formation of such agencies and committees. It appears likely that our forces may be involved in Europe for a period of several years after termination of hostilities. During this period, the problems with which staff officers will deal—ranging from demobilization and disarmament to property control and public safety measures—will require of them not only a sound military background but also a broad understanding and appreciation both of American interests and of the forces shaping contemporary Europe.

2. It is suggested that we shall have difficulty in providing staff officers qualified to deal, if only as military specialists, with many phases of the European situation which must be encountered. Few officers who have dealt with British officers on combined staffs or in committee action have failed to note the high quality of the British staff representatives, their fundamental grasp of committee technique, and the apparent quantity in which such British staff officers are available. In committee action with Soviet officers we shall be dealing with representatives who may lack in diplomacy, but who will be strengthened in debate by a clear understanding of firm Soviet policy. The problem of finding qualified American staff officers and committee members has recently been indicated to this Headquarters by Major General F. L. Anderson, General Spaatz' Deputy for Operations, who states that both General Spaatz and himself are forced to spend an increasing amount of time on non-operational problems, that officers capable of dealing effectively with post war problems in Europe are exceedingly scarce, and that a probable 200 such officers (ground, air and naval) will be urgently required in the occupational forces.

3. It is suggested that an effort to select and train such officers now would ultimately make available competent people to meet continuing European needs, would set up the process by which we produce staff officers qualified to meet similar demands in post-war Asia, and would provide practical experience and a precedent for a type of education which may prove very desirable in the peacetime military establishment.

4. Assuming, therefore, that a survey of probable needs confirms the indicated requirement for staff officers qualified to deal with the problems suggested above, and assuming further that officers so qualified can be found through a process involving first, selection, and second, approximately six months of intensive training, it is recommended:

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a. That the objective of selection and training be the production of United States staff officers intellectually capable of meeting on equal terms, but in a strange milieu, their opposite allied numbers operating against a familiar European background. In this connection, the educational goal should be, not the presentation of new facts, but the development of a sense of direction in interpreting American interests and of an intellectual approach, through awareness of the forces at play in Europe, to a wide variety of problems. No attempt should be made to create "European experts"--the aim should be development of minds alert to the implications of each problem even though incapable of arriving independently at each solution.

b. That selection require of each officer a superior efficiency rating, the equivalent of a Leavenworth staff education, and a demonstrated aptitude for economics, history, journalism, law, sociology, or debate. Language qualifications should be considered desirable, but not essential.

c. That the training period provide contact in a seminar system with a large number of instructors qualified in the academic field, in practical economics, and in diplomacy. Students should be provided with a comprehensive bibliography of required reading. Students should have an opportunity, along "moot court" lines, to work out jointly various type problems which may actually be encountered. As an example of seminar subjects which might be utilized in developing an adequate course of instruction, the following are suggested:

(1) The United States as a World Power
(2) The Influence of Labor on Contemporary European Policy and Politics
(3) The Influence of Religion on Contemporary European Policy and Politics
(4) The Influence of Colonies on Contemporary European Policy and Politics
(5) Role of the Cartel in European Economy and International Politics

. Should the above recommendation be favorably considered, Columbia University is uggested as an appropriate focal point for the training. There is, however, understood o be under consideration a new State Department school, the Foreign Service Education oundation, designed for commercial and diplomatic students, but which might prove daptable to military purposes.

ORDINATION

. The above has been coordinated with the Assistant Secretary of War, the Assistant ecretary of War (Air), and the Army Ground Forces.

OR THE COMMANDING GENERAL, ARMY AIR FORCES:

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Buildup of USAAF in ETO and MTO

AC/AS, OC&R (Allocations)

AC/AS, Plans, Operational Plans Division (European Branch) 12 Aug 44

1
ACG/mar/72538

1. In order to better enable this division to prepare a study to be included in the biennial report of the Chief of Staff, it is desired that the following information with respect to the four U.S. Air Forces in the MTO and ETO be furnished this office.

a. Data to show the buildup of these Air Forces from 1 July 1943 to 15 September 1944. Breakdown by types is desired.

Note: With respect to the 15th AAF first date to be date of its first operation.

JOE L. LOUTZENHISER
Brigadier General, USA
Chief, Operational Plans Division

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AFAMP
BJG/mar/72538
wtn 12 Sep 44

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MEMORANDUM FOR MAJOR GENERAL ROBERT W. HARPER:

Subject: Channel of Direct Communication for Major General Robert W. Harper.

1. It is planned that Major General Robert W. Harper will proceed to the U.K. reporting to General Spaatz for later assignment to the Allied Control Council when constituted.

2. By informal agreement between General Barker for OPD and Colonel Gaylord for Operational Plans, AC/AS, Plans, it was decided that Major General Harper should be permitted to have di ect communication with CG, AAF through the channel now used "Spaatz to Arnold" subject to the following understanding conditions:

a. This agreement must be entirely satisfactory to and approved by General Spaatz.

b. The duration of this agreement is limited to the period prior to the constitution of the Allied Control Council during which period the Major General Harper will be under the direction of General Spaatz.

c. It is understood that cables sent to CG, AAF by Major General Harper may exceed the present limitations of this channel, that is to purely air matters and that all subjects pertinent to the control system may be discussed.

d. That Operational Plans, AC/AS, Plans will arrange for OPD to be furnished with an information copy of all messages sent through this channel.

3. Major General Harper has agreed to negotiate this matter with General Spaatz upon arrival in the theater. Upon completion of this agreement General Harper will send an initial message to CG, AAF "for Kuter" to advise that this channel is now in service. On receipt of this message Operational Plans will complete the action indicated in paragraph 1 (d).

BARNEY M. GILES
Lt. General, U.S.A.
Chief of the Air Staff

cc:
Gen Barker - OPD
Gen JOE L. Loutzenheiser

[redacted]

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AC/AS, Plans
ACG/jw/72538
wtn 8 Sept 44

BRIEF

STATION AND DEPOT DEFENSE PLANS

1. These plans were drawn up by Colonel Neal Creighton, Commanding AAF Station 586 in the U.K., for the defense of his station in the event of enemy attack.

The plans are calculated to cope with practically every known possibility for attack which the Germans might employ against the station. To date they have been put into effect against attack both by German aircraft and flying bombs and have stood up quite well. It is felt that there is nothing unconventional or revolutionary in their structure but that Colonel Creighton himself is evidently the motivating factor behind their efficient application and the success which they have enjoyed at his station. These plans have been the source of much commendation and have served as a standard for the defenses of similar stations in the U.K.

JOS L. LOUTZENHEISER
Brig. General, U.S.A.
Chief, Operational Plans Div.

Incls. (2 books)
1-Air Base Defense Plan.
2-Passive Defense Plan.
(with orig only)

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Organizational Charts.

Chief of the Air Staff

7 Sept 44

Asst. Chief of Air Staff, Plans. 1

KWT/jw/5834

1. The attached charts have been noted with interest and are being returned in accordance with your request.

2. Note pencil remark by General Kuter as to great absence of adequate rank in the Fifteenth Air Force.

JOE L. LOUISENHEISER
Brig. General, U.S.A.
Chief, Operational Plans Div.

Incls:
4 charts.
(with orig only)

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SUBJECT: MISR Airwork's Application for C-39 Aircraft

TO: ACAS, Plans, Operational Plans Division

DATE 4 Sep 1944

FROM: ACAS, Plans, Logistical Plans Division

COMMENT NO. 1
HVB/lg/71127

Request your concurrence or comment relative to attached request.

Incl -
cy Memo frm Subc Airc Distrib
abv subj dtd 1 Sept 44

H. V. BASTIN
Lt Colonel, G. S. C.
Executive, Logistical Plans Division

TO: ACAS, Plans, Logistical Plans Division

DATE _____

FROM: ACAS, Plans, Operational Plans Division

COMMENT NO. 2
OPD/car/6724

It is not believed that allocation of aircraft to MISR Airwork can be justified on the grounds of military necessity. If the requested aircraft or suitable substitutes are found in excess of military requirements, however, such allocations are desirable in the interests of the post-war aviation position of the United States.

Incl
n/c

JOE L. LOUTZENHEISER
Brigadier General, USA
Chief, Operational Plans Division



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CASE NO. 220
PART I

1 September 1944

MEMORANDUM TO ASSISTANT CHIEF OF AIR STAFF, PLANS
LOGISTICAL PLANS DIVISION

SUBJECT: MISR Airwork's Application for C-39 Aircraft.

1. The International Branch, of AC/AS, M&S, submitted on 30 Aug 44 a recommendation for allocating three C-39 airplanes to MISR Airwork. The memorandum originating in the office of C.T. Brinckerhoff, Air Transport Division, Foreign Economic Administration and forwarded to the War Department Liaison Office, FEA, thence to M&S, states,

"It would be appreciated if you would present to the Munitions Assignments Committee (Air) a request for the allocation of three C-39 aircraft to the Defense Supplies Corporation for subsequent disposition to MISR Airwork, the Egyptian airline.

"MISR is owned 90% by Bank MISR, which is itself owned partly by the Egyptian Government and partly by certain Egyptian nationals. The other 10% ownership is vested in Airwork, Ltd., a British aircraft and aircraft part manufacturer. It operates within Egypt, and from Egypt to Syria, Palestine and Cyprus. Approximately 25% of its traffic is directly military, but a large portion of the traffic classified as civilian bears direct or indirect relation to the war effort in the Middle East. It is frequently used, for example, by civilian employees of the United Nations governments traveling on government business.

"In April, MISR had 13 planes - 4 DeHavilard 89's, 2 DeHaviland Dominees, 4 DeHaviland 86's, and 3 reconnaissance Ansons being converted for passenger service. Of these planes, the 3 Ansons and the 2 Dominees have been provided to MISR by the RAF since the middle of 1943. The RAF has also provided the necessary spares.

"In spite of this provision of planes by the RAF, MISR has, as recently as June 2 through the Department of State and the FEA representatives in the Middle East, repeated a request for three DC-3 type aircraft for the improvement of their service - aircraft needed because of the age and obsolescense of the DeHaviland equipment now being operated. Although MISR would naturally prefer DC-3 type aircraft, any aircraft of a seating capacity of eight or more would be acceptable. (It should be noted that the UC67 aircraft currently on the surplus list of the SWPA, however, are not acceptable). Final agreement on disposal with MISR is subject to satisfactory price, condition, spares and delivery conditions, questions which cannot finally be disposed of until the identy of the particular aircraft is known upon specific allocation.

"FEA, therefore, recommends the allocation of three C-39 aircraft to MISR. This recommendation has been discussed with the Department of State, which concurs"

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Flak Analysis Developments.

AC/AS, Intelligence (Att: Lt. Col. Devereux)
Technical Section)
AC/AS, Plans

1 Sept 44

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EWT/jw/5834

1. In reply to a cablegram from this office requesting information as to present flak analysis methods being used in the Ninth Air Force, the attached folder dated 4 August 1944 was received. This is transmitted to you for information and with the thought that some parts of it may be used in your Informational Intelligence Summary. It is requested that any material used be coordinated with Colonel Thomson, AC/AS, Plans; first, for accuracy and second, to see that such material can be reclassified from Secret to Confidential.

Incl.
Cy rpt
abv subj.
(with original only)

JOH L. LOUTZENHEISER
Brig. General, U.S.A.
Chief, Operational Plans Div.

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HEADQUARTERS, ARMY AIR FORCES
WASHINGTON

[redacted]

MEMORANDUM FOR THE COMMANDING GENERAL, ARMY AIR FORCES:

Subject: Brief of an Investigation of Operation "COBRA".

1. Operation "COBRA", conducted on 24 and 25 July 1944, by the Eighth and Ninth USAAF, resulted in a total of 728 casualties among our ground forces, 128 of this number being killed.

2. In response to a request by General Bradley for support it was planned to saturate a small area designated by him as a preliminary to an assault by the First U. S. Army. Friendly ground forces were to withdraw 1500 yards north of the boundary of the target area, a rectangular strip 8 miles long and one mile wide lying 250 yards south of the St. Lo-Periers Road. This bombline was reached after much discussion; General Bradley first favoring an 800 yard withdrawal, against a minimum of 3000 asked by the 8th Air Force representative, who stated that even this larger figure did not preclude the probability of gross errors causing some casualties among our own ground forces. However, upon General Bradley's declaration that 1500 yards was his maximum, and that he was prepared to accept any casualties which might result, this latter margin was agreed on. The attack was to be completed in the shortest possible time.

3. In spite of adverse weather conditions which resulted in Eighth Air Force opposition to conducting the operation on 24 July, C in C, AEAF, ordered the attack for 1000 hours. As the heavy bombers approached the target area, First U. S. Army requested they be recalled, but it proved impossible to contact them before bombing had been completed. However, because of cloud cover, the mission was largely abortive, the majority of the aircraft being unable to bomb the primary objective. One ship did drop short due to an accidntal release, and a malfunctioning intervalometer in the lead aircraft caused another formation of twelve ships to drop their bombs some 5000 yards short. These two errors resulted in a total of 156 casualties.

4. The operation was repeated on 25 July with very satisfactory results. Personnel errors and weather conditions, which necessitated a last minute decrease in bombing altitude with consequent crowding and interference, however, caused 2% of all bombs dropped to fall one mile or more short of the target area. Ground casualties among our own troops were 101 killed and 463 wounded.

5. Investigation reveals good navigation and thorough briefing. Though the casualties suffered are to be regretted, it is felt that they are to be expected in operations of this type where large formations of heavy bombers are employed on very close support missions, particularly when a minimum time for accomplishment is allotted, and manuever room is, by nature of the target, restricted. The bomb plots show that had the 3000 yard margin requested been accepted losses to our own troops would have been practically eliminated.

6. Of the recommendations made the following appear to be the most important: (a) When using heavy bombers for close support, ground forces should be made to withdraw at least 3000 yards from the bombline, (b) In the employment of a large force of heavy bombers on a small target, the force should be divided by a time interval of fifteen or twenty minutes to avoid congestion, and to avoid being hampered by dust and smoke generated by the bombs of the preceding group, (c) An Air Force representative should be on hand at the Army headquarters where he can contact the bombers in the event of unforeseen circumstances.

L. S. KUTER
Major General, U.S.A.
Asst. Chief of Air Staff, Plans

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(7)
AEP/8p

Return of Ground Echelon of 1st Photo Charting Squadron to United States

IN TURN: (1) ACAS, OCAR, Commitments Division, Theatre Commitment & Implementation Branch — 29 August 1944
(2) ACAS, OCAR, Commitments Division, Orders Branch
XXXXX
FROM: ACAS, OCAR, Requirements Division — Lt Col Tison/mc/6036

1. Request that immediate action be taken to return the ground echelon of the 1st Photo Charting Squadron, 311th Photo Wing, from NATOUSA to proper station in continental United States.

2. The 1st Photo Charting Squadron is on temporary duty in NATOUSA with Headquarters at LaSenia Airdrome, Oran, Algeria. The ground echelon moved overseas in January 1944 under authority contained in secret letter, War Department, file WD 370.5 (23 Dec 43) OB-S-E-M, dated 24 December 1943, subject: Movement Orders, Shipment 9411.

3. Request that the following personnel from the ground echelon be omitted from movement order returning unit to United States:

a. Such geodetic control personnel as are on duty with the squadron as authorized by Column 28, TOE 1-759, dated 20 September 1943. This personnel will remain in theatre and be attached to 19th Photo Charting Squadron, 311th Photo Wing on temporary duty at Devoreoir Airdrome, Cairo, Egypt.

b. One (1) officer and three (3) enlisted personnel from photographic laboratory section, Column 21, TOE 1-759, dated 20 September 1943, to be designated by squadron commander. This personnel will remain at LaSenia Airdrome in charge of present 1st Photo Charting Squadron photographic laboratory which will remain set up as at present. Personnel will be attached to 19th Photo Charting Squadron along with geodetic control personnel indicated above.

4. Ground echelon will return with ONE equipment except for the following items:

a. All necessary equipment now in possession of geodetic control personnel.

b. All photo equipment outlined in Technical Order 00-30-22 and any other equipment necessary for continued operation of the photographic laboratory.

c. Expendable photographic supplies which will be retained at the laboratory in Oran.

5. The return of the 1st Photo Charting Squadron to the United States is desired as soon as possible for conversion to a very long range reconnaissance squadron for the Twentieth Air Force. Action will be taken by Headquarters, 311th Photo Wing to return the flight and air echelon simultaneously with departure of the ground echelon from Algeria.

6. It is desired to maintain the photographic laboratory [redacted] at Oran for possible use in the near future to train Air Force personnel in mapping prosedures preparatory to undertaking a large scale mapping project in Europe.

EPC1514

[redacted]

Copy for ACAS Plans

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Return of Ground Echelon of 1st Photo Charting Squadron to United States

29 August 1944

(Cont'd) 1

7. It is requested that Reconnaissance Branch, Requirements Division be advised of estimated ETD and ETA of ground echelon when such information is available.

Reconnaissance Br_____
Aerial Survey Sec_____
20th AF_____
ACAS, Plans_____
G-2 ____
AEI ____
IFH ____

MARVIN H. CROSS
Brigadier General, USA

2

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Congratulatory Message

Chief of Air Staff

29 Aug 44

AC/AS, Plans

GHG/ff/6724 1

1. Attached is a proposed message to General Eaker, prepared in accordance with your notation on his letter of 21 August to General Arnold.

2. A letter reply to General Eaker is being prepared. It will be forwarded with the original of his report when that letter is returned to you as you directed.

JOH L. LOUTZENHEISER
Brig. General, U. S. A.
Chief, Operational Plans Div.

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AFAEP
GHG/ff/6724
wtn 15 Aug 44

MEMORANDUM FOR GENERAL JAMISON:

Subject: Transport Aircraft for Belgian Congo.

1. Lt. Col. Goodman, of M&S, informally advised us today that the Belgian Congo Government, on behalf of Sabena Airlines, is renewing its request for transport aircraft.

2. Inasmuch as the request now embodies a reduction in the number of aircraft to three C-47's, and in view of the fact that Sabena Airlines apparently do make some contribution to the Allied war effort by transporting vital materials, this office has no objection to allocation of the requested aircraft when and if they should become available in excess of military requirements.

JON L. LOUTZENHISER
Colonel, G. S. C.
Chief, Operational Plans Div.

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COPY

5833 - Maj Gen LS Kuter

TO: CG, ETOUSA, LONDON

IN VIEW OF THE SITUATION IN FRANCE TODAY PAREN TO EISENHOWER FROM ARNOLD PAREN WHAT IS YOUR PLAN IN VERY BROAD OUTLINE FOR THE EMPLOYMENT OF THE BRERETON COMMAND PD ~~TRANSPORT~~ Troop Carrier planes ARE NOT REPEAT NOT COMPARING AT ALL FAVORABLY WITH COMBAT PLANES IN MISSIONS PAREN OTHER THAN FOR SUPPLY AND TRAINING PAREN ACCOMPLISHED AND HOURS IN AIR

(Gen Arnold added last sentence 8/12/44)

APD

[redacted]

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12 August 1944

MEMORANDUM FOR GENERAL CRAIG:

Subject: Maximum Employment of Troop Carrier Units

1. General Arnold has dispatched the enclosed message as a result of the enclosed memorandum.

2. With respect to the basic paper. In my opinion the circumstances surrounding the creation of General Brereton's new command make it undesirable to forward the basic memorandum in its present form. However, the data, particularly in paragraph 2, has not been covered, to my knowledge, in previous matters.

3. I regret that this memorandum has again resulted in taking an oblique action on the airborne subject. Such has been the course with many good ideas and well-drawn papers, particularly emanating from your Colonel Giffin. Any action which you can take to keep his fine fire from dying out will, I feel, react to the benefit of the Air Forces.

L. S. KUTER,
Major General, U.S.A.
Assistant Chief of Air Staff, Plans.

2 Incls:
#1 - Cy of cable to CG, ETOUSA
#2 - Memo to C/S fr Gen Arnold abv subj.

Cy to: Col. Loutzenheiser.

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By Authority of
The Commanding General
Army Air Forces
25 July 1944
Date Initials

12 AUG 1944

MEMORANDUM FOR THE CHIEF OF AIR STAFF:

Subject: Deception Officers and Units

I. Discussion

1. To most officers the term camouflage is synonymous with passive defense and protective concealment. The broad concept of all camouflage as deception and its use as an offensive weapon in Air Force doctrine has been overlooked by the higher staff.

2. The British have shown how deception can be used in large scale decoy operations that win battles. The operational deception scheme for the Battle of El Alamein used over 500 decoy General Grant tanks and over 4000 decoy collapsible motor trucks plus specially trained deception units. In commentary on the Battle to the House of Commons on 11 November 1943, Prime Minister Churchill stated:

> "By a marvelous system of camouflage a complete tactical surprise was achieved in the desert. The Germans knew an attack was about to be launched, but where, when and how was completely hidden from them."

In recent operations, Allied A.F. deceptive units have played a major role in schemes which have resulted in the freezing of large enemy forces in areas in which the enemy has been led to believe attacks would take place. In these operations, simulation of normal air cover was supplemented by counterfeit radio traffic provided by the equivalent of our Fighter Control Detachments.

3. In 1942 the AAF authorized five Engineer Aviation Camouflage Battalions for executing deception measures. They were equipped, trained and functioning early in 1943. During an inspection trip through the United States late in 1943, Major C. H. O. Medley, of the Royal Engineers, who played a big part in the El Alamein scheme, stated that the decoy airfields constructed by the Engineer Aviation Camouflage Battalions were remarkable. He also commented on the high state of training and organisation of these battalions.

4. Early in 1944, due to a general lack of knowledge of proper employment of these units, four of these battalions still had no commitment date and were necessarily disbanded under the existing troop basis. The fifth, however, having been requested in the U.K. was sent overseas.

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12 AUG 1944

5. An active interest in the employment of deception and deception units is now being evidenced by the Joint Chiefs of Staff, the Navy and the Ground Forces. However, the Air Forces are not prepared to participate in any deceptive program and cannot at present assume a place of relative importance and responsibility on this subject. Deception units have a definite contribution to make to the offensive. An actual economy of men, materiel and shipping space will be effected by the intelligent use of these units.

6. Based on a study of the military situation, the number of special units considered desirable to perform operational deception throughout the Air Forces is placed at four. However, in view of existing manpower limitations, absolute minimum requirements have been considered in recommending the activation of only one such unit at this time. Its main function must be education in the value and use of camouflage and operational deception as an offensive weapon.

II. Action Recommended

1. That there be organized immediately one deception unit capable of simulating by visual, radio, and sonic means all types of Air Force activity.

2. That the personnel for this deception unit be obtained, insofar as practicable, from the former members of the Engineer Aviation Camouflage Battalions recently disbanded.

3. That a short course in AAF operational deception methods be given to higher staff and general officers attending AAFSAT.

THOMAS D. WHITE
Brigadier General, U. S. Army
Assistant Chief of Air Staff, Intelligence

Concurrence:
AC/AS, OC&R (See Tab B)
AC/AS, M&S Col.E.R. Heiberg
AC/AS, Plans Col.J.Halversen for J.L.L.
AC/AS, Training Lt.Col.W.C. Hempfling
Joint Security Control Col.N.Smith

2 Incls:
1 Incl. - Tab "A" - Recommended Combination T/O w/4 incls.
2-Incl. - Tab "B" - Memo for AC/AS, Intell, dtd 11 Aug 44 subj: Non-concurrence with Memo for the Chief of Air Staff, "Deception Officers and Units"

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TAB "A"

1. The combination of Tables of Organization recommended below have been coordinated with the Air Engineer and with the Fighter Control Branch of OC&R. These permit a flexible, cellular organization from which self-sufficient detachments or cells can be dispatched on jobs not requiring the whole unit:

| NO. OF UNITS | T/O | OFFICERS | W.O. | E/M |
|---|---|---|---|---|
| 1 | 5-465 Medical Section Only, 17 Apr 43 (Engr Avn Camouflage Bn) | 2 | | 12 |
| 1 | 5-466, 17 Apr 1943 (H&S Co. Engr Avn Cam Bn) | 9 | 1 | 126 |
| 2 | 5-467, 17 Apr 1943 (Engr Avn Cam Co) (Each 5-145) | 10 | | 290 |
| 4 | Manning & Equipment Table for Fighter Control Detach, 7 Dec 43 (each 3-14) | 12 | | 56 |
| | TOTAL | 33 | 1 | 484 |

2. The equipment for this unit can adequately be provided by T/E's 5-465, 5-466, 5-467, except:

a. For the Fighter Control Detachments. Special lists of equipment should be provided to include for each detachment:

2 - SCR - 624 VHF Ground station transmitter and receiver
2 - SCR - 188 High frequency administrative channel
4 - SCR - 522A Aircraft transmitter and receiver

b. Four tractors with bulldozer blades should be provided for the battalion for the purpose of providing means of hastily simulating a clearing for a field or depot.

4 Incls.
Incl. 1 - T/O & E 5-465 dtd 17 Apr 43
Incl. 2 - T/O & E 5-466 dtd 17 Apr 43
Incl. 3 - T/O & E 5-467 dtd 17 Apr 43
Incl. 4 - M&E Table, Fighter Control Dtch, dtd 7 Dec 43.

(Fwd w/orig)

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TAB B

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WAR DEPARTMENT
HEADQUARTERS OF THE ARMY AIR FORCES
WASHINGTON

11 Aug 1944

MEMORANDUM FOR THE AC/AS, INTELLIGENCE:

Subject: Non-concurrence with Memorandum for the Chief of Air Staff, "Deception Officers and Units"

I. Discussion

1. There is at present in ETO one (1) Engineer Camouflage Battalion (Aviation) of 575 men which will be redeployed following the termination of hostilities in Europe. This unit is trained and highly efficient.

2, It is believed that the problem confronting the Army Air Forces in the Pacific is where to put the air forces that we will have available rather than to deceive the enemy by utilization of dummy installations.

3. Provision of additional Camouflage Battalions does not exist in the Army Air Forces Troop Basis, and it is believed that any source for new units which becomes available should be utilized for Engineer Aviation Battalions rather than Camouflage Battalions.

4. The magnitude of the job confronting the Army Air Forces in the redeploymnet of its units dictates that all available facilities be devoted to redeploying fighting forces and their supporting service units. It is believed that any activity not vitally necessary will detract from most expeditious and efficient redeployment.

II. Action Recommended

That Memorandum for the Chief of Air Staff, subject: "Deception Officers and Units," dated 25 July 1944, be withdrawn.

/s/ H. A. Craig
H. A. CRAIG
Major General, U. S. Army
Asst. Chief of Air Staff
Operations, Commitments & Requirements

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Enemy Propaganda with regards to possible or supposed Attacks on U. S.

AC/AS, Intelligence

AC/AS, Plans

Wtn 12 Aug 44

1

ACC/jw/72538

1. In connection with a study directed by General Arnold, information is desired on German propaganda to their own people with regards to possible future or supposed prior attacks on U. S.

JOE L. LOUTZENHEISER
Colonel, G.S.C.
Chief, Operational Plans Div.

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Enemy Attack on U. S.

Air Communications Officer. Attn: General McClelland.

AC/AS, Plans - Operational Plans Division. wtn 12 Aug 1
ACG/jw/72538

1. In connection with a study directed by General Arnold, information is desired as to known, suspected, or possible weapons for enemy attack on U. S. and countermeasures against such attack.

JOS L. LOUTZENHISER
Colonel, C.S.C.
Chief, Operational Plans Div.

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9 August 1944

MEMORANDUM FOR COLONEL LOUTZENHEISER:

Subject: Headquarters Organizational Set-up - USSTAF.

Herewith is brief of letter from General Knerr to General Giles on above subject, and reply thereto by General Gates (in General Giles' absence).

General Knerr's Letter:

General Knerr, replying to a letter from General Giles dated 1 July 1944 reference organization of Air Service Command in USSTAF, points out that the present organizational set-up of headquarters elements of USSTAF is drawn up along a "Two Deputy System", i.e. Deputy for Operations and Deputy for Administration. This system is different from the "Three Director System" discussed by General Giles in his July 1 letter. Under a "Three Director System", the functions of Personnel and Supply/Maintenance are divided, a separate Division being appointed for each. General Knerr points out that the "Two Deputy System" does away with excessive and time-wasting coordination between the main divisions headed by the three Directors. The more directors, the more complex is their relationship and the slower is their coordination. Functions and responsibilities are, in a sense, dissipated and not clearly defined in many cases. General Knerr finishes his letter with the statement that he feels reluctant to go through the struggle of re-organization in the midst of operations, but that he believes it advantageous to consider re-organization as a preliminary to re-deployment.

General Gates Letter in Reply:

General Gates points out that both systems seemingly have advantages, but that after testing the two pronged one at Orlando last fall we decided that too big a load was placed on the "Deputy for Administration" and that it was therefore less difficult to operate a "three-pronged" headquarters than a "two-pronged" one. A certain amount of coordination is necessary under any organizational set-up, whether it be <u>within</u> your own division or <u>between</u> your division and another. General Gates finishes by stating that we are likewise of the opinion that it would be confusing to attempt internal re-organization at this point.

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Action Taken by European Branch:

Coordinated with Logistical Plans Division, AC/AS, Plans, and returned both letters with no comments to Secretary of Air Staff.

T. S. OLDS
Colonel, G. S. C.
Chief, European Branch





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ACC/ff/6724
8 Aug 44

[redacted]

MEMORANDUM FOR GENERAL ARNOLD: (THROUGH COLONEL DEAN):

Subject: Message Number CM-IN 5332, dated 6 August 1944, from Caserta.

1. Information received from ASF states that the message as it appears is in error, and that the last word in the first line "Arnold" should be amended to read "Osborne".

2. The subject message was serviced upon request and War Department Message Center states that the message does read "Arnold".

3. The originator of this message, Colonel Earl C. Ewert, is stationed in the Pentagon. Colonel Ewert states that although the message does read "Arnold" it is in error and should read "Osborne".

4. Army Service Forces states that this message and the teletype conversation does not concern the Air Forces.

L. S. KUTER
Major General, U. S. A.
Asst. Chief of Air Staff, Plans

2 Incls:
Incl 1. Memo to Gen.Kuter fr Lt.Col. Lewis dtd 7 Aug.44
Incl 2. CM-IN No. 5332, dtd 6 Aug. 44, fr Caserta.

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COMMENTS BY EUROPEAN BRANCH:

1. Concur with General Kuter's remarks.

2. In order to overcome this it is believed necessary to be kept up to date on present developments.

3. This can either be done by reports or members of Plans visiting various developments. The Radar school at Langley which we are all scheduled to attend is a step in the right direction.

4. Agree that the Stratton Group should go to a spot such as Alaska where weather will give any of their projects a fair test at the earli st possible date.

MARVIN L. McNICKLE
Col nel, Air Corps



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AFAEP
GHG//ff/6724
2 Aug 44

: Integration of Political Considerations with Military Decisions in Bombing Europe (CCS 636).

X

(Attention: Policy Section) GHG/ff/6724

A message has been dispatched to General Spaatz and General Baker setting forth in paraphrase the policies approved by the Combined Chiefs of Staff on 28 July 1944. Distribution to OPD has been requested.

For the Commanding General, Army Air Forces.

X

L. S. KUTER
Major General, U. S. A.
Asst. Chief of Air Staff, Plans

1 Incl:
WDGS OPD ltr dtd
30 July 44 w/ incls.

Jos L. LOUTHEHISER
Colonel, G. S. C.
Chief, Operational Plans Division

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AUTHORITY OF A.C. OF S, OPD

Date Initials

OPERATIONS DIVISION

OPD 336 (29 July 44)

Integration of Political Considerations with Military Decisions in Bombing Europe. (CCS 626) 30 July 1944

X CG, AAF

X Necessary action

X Information

1. Forwarded herewith for your information and any necessary action is a copy of a memorandum from the Secretary, Joint Chiefs of Staff concerning action taken by the Combined Chiefs of Staff at their 168th Meeting (Item 2) with respect to policies governing bombing operations in Southeastern Europe.

2. Copies in quadruplicate of any initial action taken on this matter will be furnished to the AC of S, OPD, attention: Chief, Policy Section.

3. The inclosed papers, JCS 876/2 and CCS 626, subject as above, should be helpful in establishing the background of this case. Similar inclosures have been supplied to the AC of S, G-2, WDGS for information.

THOS. T. HANDY,
Major General,
Assistant Chief of Staff.

Signed

CLYDE L. JONES,
Lt.Colonel, G.S.C.,
Acting Chief, Policy Section.

3 Incls:
1 - Cpy memo fr Sec.,JCS to AC/S,OPD
2 - Cpy No. JCS 876/2 w/orig. only
3 - Cpy No. CCS 626 w/orig. only

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CS 2233

THE COMBINED CHIEFS OF STAFF

WASHINGTON 25, D. C.

29 July 1944

MEMORANDUM FOR THE ASSISTANT CHIEF OF STAFF, OPERATIONS DIVISION,
WAR DEPARTMENT, GENERAL STAFF:
AIDE TO THE COMMANDER IN CHIEF, U.S.FLEET:

Subject: Integration of Political considerations with military decisions in bombing Europe.

References: (a) C.C.S. 626
(b) C.C.S. 168th meeting, item 2.

1. By reference (b), the Combined Chiefs of Staff approved the following policies governing bombing operations in Southeastern Europe:

"a. Strategic priorities for bombing operations in the satellite countries (Hungary, Bulgaria and Rumania) should, as in the past, be confined to targets of military importance and the selection of these targets will be made with due regard for the probable scale of incidental casualties.

b. Bombing objectives selected in Greece, Yugoslavia and Albania should be of demonstrable military value and targets will be attacked with careful avoidance of civilian casualties."

2. The above decisions are forwarded for information and any action deemed necessary.

/s/ E. D. GRAVES, Jr.
E. D. GRAVES, Jr.
Captain, U. S. Navy
Deputy Secretary

Copy to:
Secretary, WDGS

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TO: AC/AS, Plans, Operational Plans Division DATE 22 July 1944

FROM: AC/AS, OCR, Motion Picture Services Office COMMENT NO. 2

Concurred.

CHAS. B. B. BUBB
Colonel, Air Corps
Chief, Motion Picture Services Office



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Moving picture; subject "CHATTANOOGA"

AC/AS, OC&R

wtn 31 July 44

AC/AS, Plans



BJG/mar/72538

1. Operation "CHATTANOOGA" was a large scale, carefully planned fighter sweep which was conducted on 21 May 1944 by 1241 fighters of the VIII and IX Fighter Commands. This operation resulted in the destruction or severe damage to 353 locomotives, 201 enemy aircraft as well as a very large miscellaneous bag running from staff cars complete with general and flag to 25 cows.

2. The advantages of careful operational planning to achieve mass employment of fighter forces are clearly demonstrated in this operation. Under instructions from General Arnold a simple graphic presentation of this operation was prepared. The general interest in this elementary presentation proved to be surprisingly keen.

3. It is now recommended that operation "CHATTANOOGA" be made into a full scale moving picture. The subjects to be covered in the scenario would be:

a. Demonstration of requirement for large scale fighter operation.
b. Operational Planning Phase.
c. Briefing with great detail (three weeks in advance).
d. Reaction by fighter pilots to operation.
e. The Operation (to include actual fighter strike photos).
f. Critique and recommendations.

4. It is further recommended that there be produced a complete training film and also a slightly shorter version for Public Release. The training film would be expected to contribute, by emphasis to the following concepts:

a. The need for mass employment of fighters.
b. The effective use of bombs.
c. The necessity for careful operational planning.
d. The effectiveness of early and detailed briefing.
e. The morale requirement of training pilots.
f. The necessity to demonstrate such operations to the Army Ground forces.

The Public version would be expected to heighten public interest in modern air employment with attendant increase in AAF prestige.



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Moving Picture; subject "CHATTANOOGA"

AC/AS, OC&R

AC/AS, Plans



BJG/mar/72538

5. The outline of this project has been presented to Colonel Wise, AFRAD.

6. OC&R's comments and recommendations are hereby requested.

JOE L. LOUTZENHISER
Colonel, GSC
Chief, Operational Plans Division

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SUBJECT: Training Conferencd

TO: Asst C/AS, Plans (Operational Plans ) DATE 20 Jul 44

FROM: Asst C/AS, OC&R (Requirements Division) COMMENT NO. 1
Col Giffin/ek/4627

The Asst C/AS, Training, has arranged a very important conference to be held at Headquarters, Fourth Air Force, 31 July, 1 and 2 August, at which most of the combat Air Forces will be represented. All phases of training will be discussed in the light of operational experience and future operational plans and needs. This Division is sending to this conference a large delegation, including as many Branch and Section chiefs as possible. It is suggested that Operational Plans might wish to be represented at this conference.

MERVIN E. GROSS
Brigadier General, USA

TO: Asst C/AS, OC&R (Requirements Division) DATE 7/21/44

FROM: Asst C/AS, Plans (Operational Plans ) COMMENT NO. 2
BJG/mar/72538

AC/AS, Plans agrees with the recommendation made in Comment #1. Colonel Bradley J. Gaylord is signed for the purpose of attending this conference.

JOE L. LOUTZENHEISER
Colonel, GSC
Chief, Operational Plans Division

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MEMORANDUM FOR LT. COLONEL CARPENTER:

Subject: Extracting Experienced Personnel from Heavy Groups in U.K. and M.T.O.

1. My immediate reaction to the proposed plan is as follows:

a. It is believed the Air Force Commanders in M.T.O. and U.K. would not be in accord with such a plan.

b. At this time and under present tempo of operations groups in the U.K. and M.T.O. could not stand the reduction in experienced personnel and maintain presently required efficiency.

c. Experience from these groups is being returned on completed tours. Any experience in these groups is either needed in the group or is about to be returned on rotation and would not be ready to join operational crews in 4 months.

d. There are more experienced Heavy Bomber crews in the U.S. that can be made available to such an important project than there are in the operational heavy groups at the present time.

MARVIN L. McNICKLE
Colonel, Air Corps
Act.Chief, European Section



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MEMORANDUM FOR GENERAL ARNOLD:

Subject: General Donovan's Memorandum 10 July.

1. Much of the information contained is well known, but the report bears the earmarks of credibility.

2. The appropriate information has been passed for action to A-2, Dr. Bowles and General McClelland's office.

3. 8th Air Force bombed extensively in the Leipsig area on 29 June which checks with paragraph 4.

4. Various sources report from Germany that the large rockets are scheduled for initial launching in August.

2 Incls.
1. Memo to Gen. Donovan for Gen. Arnold's sign.
2. Memo to Gen Arnold frm Gen Donovan

L. S. KUTER
Major General, USA
Assistant Chief of Air Staff, Plans

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AFAEP
BJG/mar/72538
13 July 1944

MEMORANDUM FOR BRIGADIER GENERAL WILLIAM J. DONOVAN:

1. The information from Bern contained in your note of 10 July is greatly appreciated. It checks with what we had before and looks interesting.

2. Action has been taken to transmit the details to the appropriate agencies for action.

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OFFICE OF STRATEGIC SERVICES

Washington, D. C.

10 July 1944

MEMORANDUM FOR GENERAL ARNOLD

Here is a message just received through OSS in Bern from our informant strategically placed in Berlin:

"1. With reference to the rocket bombs, extremely secret information from Pari (Koerperbau) reveals that the "gerade Laufapparatur' is produced in Gdynia, at the Ascania works; both the V-1 and V-2 models are made in Hersograd (sic), which is located in Niederdonau, in the vicinity of St. Valentin; the 'Duesen' are built at the Krupp works in Wuppertal; additional parts which are not named are manufactured by the Siemensplauia factories at Murtenberglech (sic), situated 30 kilometers north of Augsburg.

2. Approximately 10% of the V-1 model rocket bombs will have short-wave transmitters installed in them. The purpose of this will be to direct the path and aim of the rocket bomb. The problem which arises with respect to this, however, is whether waves transmitted from England will be able to interfere with the apparatus.

3. To the best of the informant's knowledge, Berlin has not been able to obtain any first-hand information regarding consequences of the bombing of Southern England. They have secured the following indirect reports, however, through third persons:

"(A) On June 29th, von Papen wired Berlin that he was informed in confidence by the Deputy General Secretary that although England has ended the suspension of diplomatic privileges and although the Turkish government has asked its Embassy at London for a report on this topic, still no report has been received. Britain has requested all diplomatic representatives



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stationed in England not to transmit any information regarding the invasion situation and the Nazi weapon.

"(B) From Madrid, Ambassador Dieckhoff wired the following on July 2nd: In the last two days, the initial results of the rocket bombing of southern England have become a great deal graver. If this bombing is maintained, it is anticipated that there will be heavy damage and disorder, even though public services have not yet been halted. Dieckhoff's information was based on a cable from Alba which reached Madrid on July 1.

"4. In the neighborhood of Orlamuende, south of Kahla on the railroad line between Rudolfstadt and Jena, a large new airplane plant is being built. It is underground in part. It was already bombed on either June 29th or 30th, but this raid did not cause much injury and the plant will soon be in operation. Pursuit planes (Jagd maschinen) are manufactured here; in addition, perhaps new secret weapons are also produced. In comparison with the V-1 model, the V-2 travels through the stratosphere. It is radio-controlled and is therefore a more accurate weapon. In addition, it possesses a longer range. This new model will be in use by the Nazis within 60 days, at the outside."

/s/

WILLIAM J. DONOVAN
Director



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7 July 1944

MEMORANDUM FOR GENERAL KUTER:

Re: Colonel Alvin C. Gillem II, 023302.

1. Lt. Colonel Gillen was assigned to MAC Operations Section where he worked for Colonel R. H. Macklin of OC&R. Colonel Macklin stated he was not interested in plans and operations, did not care to work on it and was finally released for combat duty after approximately four months.

2. Lt. Colonel Gillem was assigned to the 31st Fighter Group and when he left that Group in May he was a Squadron C.O.

3. Colonel Macklin stated that General Craig has personal knowledge of Lt. Colonel Gillen if you care for more information.

M. L. McNICKLE
Colonel, A. C.
Chief, European Branch

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New Means of Exploiting Superior Air Power.

AC/AS, Plans, General Kuter 27 June 44

Secretary, Air Staff 1

TAF/lmg/5789

1. The Chief of Air Staff has indicated approval of your Memorandum dated June 17, 1944.

2. Please pass on to AC/AS, OC&R, for the required action.

T. A. FITZPATRICK
Colonel, G.S. C.
Secretary, Air Staff

1 Incl.
Memo for CAS w/incls.

TO: OC&R DATE

FROM: AC/AS, Plans COMMENT NO. 2

BJC/ff/72538

1. Forwarded for required action.

2. AC/AS, Plans has an active and continuing interest in all plans involving large scale decisive airborne operations. In complying with approved action II 5 A Operational Plans Division will be glad to assist in the formation of this planning group.

L. S. KUTER
Major General, U.S.A.
Asst. Chief of Air Staff, Plans

1 Incl.
Memo for CAS w/incls.

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London, England
1 July 1944

SUBJECT: War Department Observer's Report (Colonel Bidwell) - Airborne Phase - Operation NEPTUNE.

TO: Assistant Chief of Staff, OPD, Washington, D. C.

1. This report is based upon observations made under the following schedule:

a. 1 May 1944 - 31 May 1944 - Attached to Headquarters, FUSAG, London, England. Visited airborne units, establishments and installations. Observed Exercise EAGLE, which was U. S. dress rehearsal for Operation NEPTUNE.

b. 31 May 1944 - 1 July 1944 - Attached to Headquarters 82nd Airborne Division, Leicester, England. Entered combat with this division in leading glider serial. Landed in vicinity of STE. MARIE DU MONT, Normandy, H-2 hours on D day. Returned to Leicester via UTAH Beach, 13 June 1944.

## OPERATION NEPTUNE

### Airborne Phase

2. In accordance with decision made in March, 1944, all airborne troops were used during this operation directly to assist the inland progress of the beach landing assault troops. To accomplish this, the airborne troops were called upon to land in the midst of a well-organized defensive position. Transports and gliders were under practically continuous fire and broke formation. Airborne units were badly scattered and intermingled on landing. The majority of the men had no opportunity to secure their heavy arms and equipment. In spite of all this, the operation was a success. It succeeded, however, only because the airborne troops slugged it out with the defanders and had no thought other than to achieve eventual victory. Two reinforced U. S. Airborne Divisions (82nd and 101st), reorganized for this particular operation, and one reinforced British Airborne Division (6th) were committed.

All airborne units operated under the command of the 21 Army Group (General Montgomery). In the British case, this command was exercised through the British Airborne Command (Lt. Gen. Browning). U.S. Airborne Divisions were assigned to the First Army (Lt. Gen. Bradley) and operated without any central airborne controlling agency.

Air landings in Normandy commenced at 0010 the night of D day. The bulk of all three divisions landed prior to H hour on D day, although final glider serials did not arrive until d + 1. Some few units were sea transported and reached their respective division areas after overland movement across beaches, from d day to d + 2.

Previously assigned landing areas for both U. S. Airborne Divisions were changed on D - 10 day, when it was discovered that the Germans had moved two additional infantry divisions into the Cherbourg Peninsula.



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3. Action, in brief, by division, during the airborne phase of the operation was as follows:

U. S. 82nd Airborne Division

505th, 507th, 508th Parachute and 325th Glider Infantry Regiments. (The Glider Regiment being temporarily reorganized into a three battalion regiment).

a. Assigned Missions: (See Reference Map "A", attached)

(1) Capture STE MERE EGLISE (505th Parachute Inf)

(2) Secure bridgehead across MERDERET RIVER (507th and 508th Parachute Inf)

(3) Destroy DOUVE RIVER crossings at BEUZEVILLE LA BASTILLE and ETIENVILLE (508th Parachute Inf)

(4) Protect NW flank VII Corps (Division)

(5) Be prepared to advance to west, on Corps order, to line of DOUVE RIVER (Division)

Note: The 325th Glider Infantry was to initially assemble in Division reserve.

b. Movement Plan

(1) Parachute - All parachute units were committed initially. They were to lead the attack, preceded 30 minutes by three pathfinder crews. Interval between serials was held to the minimum in order to insure continuity of the drop. Flight to the drop zones was over a route across the peninsula from the west and between the Channel Islands. The Division Commander (Maj. Gen Ridgeway) and Assistant Division Commander (Brig Gen Gavin) were to drop with the leading regiment (505th).

(2) Glider - All gliders were to land in an area generally southwest of STE MERE EGLISSE. Seven departure fields were utilized. Serials were set up, as follows:

| | Commense Landing | Consisted of | Carrying in General |
|---|---|---|---|
| (1) | Dawn, D day | 8 - CG4A<br>44 - Horsa | Hq personnel and AA Bn. |
| (2) | Dusk, D day | 28 - CG4A<br>122 - Horsa | Transportation, two Glider FA Bns Med & Eng. |
| (3) | Dawn, D + 1 day | 50 - CG4A | Transportation, one Glider Inf Bn and Eng. |
| (4) | Dusk, D + 1 day | 70 - CG4A<br>30 - Horsa | Transportation and Remainder Glider Inf Regt. |

Total gliders to be landed - 352



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(3) Seaborne - The 87th Armored FA Ban, 899th TD Bn and Tr B 4th Cav Sqdn, all attached to the 82d Airborne Division, were to land at UTAH BEACH on D day and proceed to join the Division without delay.

c. Execution

(1) The Division landed squarely on the German 91st Infantry Division and other enemy defense troops. These enemy units were on maneuvers and were already occupying their assigned defensive positions. Surprise was gained only the leading parachute units. All subsequent serials found themselves under practically continuous ground and AA fire while crossing the peninsula and upon landing. Heavy caliber AA fire also was delivered against the transports and gliders from batteries located on the Channel Islands.

505th Parachute Infantry - This regiment was scattered but dropped in the STE MERE EGLISE locality as planned. It found itself in the center of an extremely heavily organized area constituting the key enemy defensive position for the entire locality. The regiment promptly defeated stiff resistance in the vicinity of the town but was unable to push the Germans from the ridge south of town or to clean out the town itself. German reinforcements moved against it from all directions but the regiment was able to more than hold its own until joined by elements of the 4th Infantry Division the evening following the landing. On D+1, a general attack by parachute, glider and tank units of the 82nd Airborne Division and the 8th Infantry (4th Div) finally drove the Germans from the ridge and occupied the town.

507th Infantry - This regiment was badly dropped. Two groups, one large and one small, landed west of the MERDERET RIVER as had been planned, while another group was dropped east of the river. The large group west of the river was surrounded and became completely isolated. Radio messages received on D + 4 indicated that it was being heavily attacked and was running out of ammunition. It was not successfully relieved. The bulk of the 3d battalion of this regiment was apparently dropped several miles southwest of CARENTAN and was completely lost.

508th Infantry - This unit was fairly well dropped in point of mass but only one small grop landed west of the MERDERET RIVER as planned, the bulk of the regiment landing east of the river. For this reason it was unable to destroy the two DOUVE RIVER bridges as directed. It was, however able to do some excellent fighting in the CHEF DU PONT area during the initial phases of the battle and thereby indirectly contributed materially to the final success of the STE MERE EGLISE action to its north.

325th Glider Infantry - The bulk of this regiment arrived over its landing area on D + 1 as scheduled. Heavy ground fire scattered the flight formations, however, considerably. It proceeded to attempt to land in accordance with the plan that had been specified in the initial division order. The actual situation on the ground, however, was entirely different than that planned under this order. The result was that many gliders came down right in the midst of the heavy battle in progress in the STE MERE EGLISE area, some even landing well inside the German lines. Considerable equipment was lost, but casualties were on the whole amazingly light and within two hours the battalions of the regiment were under control and were well assembled. They were committed without delay in the attack against the ridge south of STE MERE EGLISE and they played an important part in the final cleaning out of this stubbornly defended area.

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d. Resupply. This division had a complete parachute resupply serial set up for flight on a prearranged basis for each of the first two days. Thereafter and until ground supply means became operative, supplies were to be "on call". On D + 1, in spite of the actual ground situation, the first serial was flown and the drop completed as pre-planned. The planes, flying at low speed and altitude, were under continuous ground fire and thirteen of them were brought down. Many of the bundles landed in enemy held territory. Location and distribution of the other bundles also presented a very difficult problem.

U. S. 101st Airborne Division

501st, 502d, 506th Paracnute and 327th Glider Infantry Regiments (The Glider Regiment being temporarily reorganized into a three battalion regiment).

a. Assigned Missions: (See Reference Map "A" attached).

(1) Destroy enemy battery west of STE MARTIN DE VARREVILLE (502d Parachute Inf)

(2) Seize western edge of inundated area back of UTAH BEACH between STE MARTIN DE VARREVILLE and POUPPEVILLE. (502d and 506th Parachute Inf)

(3) Establish bridghead south of DOUVE RIVER (506th Parachute Inf

(4) Destroy bridges and seize locks in CARENTAN area (501st Parachute Inf)

(5) Defend line of DOUVE and MERDERET RIVERS (506th and 501st Parachute Inf)

Note: The 327th Glider Infantry upon landing (seaborne) was to assemble, prepared for immediate employment in the CARENTAN area.

b. Movement Plan

(1) Parachute All paracnute units were committed initially to lead the attack, preceded 30 minutes by three pathfinder crews. The drop was scheduled to commence at 0100 night of D day and to be completed in approximately one hour. Route to the drop zones was across the peninsula from the west. The Division Commander (Maj Gen Taylor) was to drop with the leading regiment.

(2) Glider - The leading glider serial, consisting of 51 CG4A gliders, was scheduled to commence landing two hours after completion of the parachute drop. This serial carried some Headquarters personnel and the AA Battalion. The Assistant Division Commander (Brig Gen Pratt) was to be in the lead glider of this serial. A second glider serial of 32 Horsa gliders was to arrive the following evening (D day). It was to carry mainly communication and medical personnel and equipment, as well as some jeeps for the parachute regiments.



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(3) Seaborne - One battalion of the Glider Infantry Regiment, along with the bulk of the combat vehicles of the Division, were scheduled to be landed during the first tide at UTAH BEACH. The remainder of the Glider Infantry Regiment and the QM transportation were to be brought in during the second tide.

c. Execution

(1) The Division was landed without loss of any major group but the parachute elements were extremely scattered and all units were badly intermingled. German positions were found to be well organized and hostile reaction was immediate as soon as the drop commenced. Fighting was confused and severe, particularly along the CARENTAN bridges and around STE COME DU MONTE.

502d Parachute Infantry - The bulk of this regiment landed in the general vicinity of its drop zones but the men were badly scattered. The 3d Battalion, charged with destroying the enemy battery west of STE MARTIN DE VARREVILLE, succeeded in placing a company on the position before daybreak. Resistance at the battery was reported as being light, due primarily in the excellent air force bombing completed just before commencement of the airborne landing. Heavy fighting occurred at all the causeway exits, but contact with the 4th Infantry Division was made prior to noon on D day.

506th Parachute Infantry - This unit was very badly scattered during its drop and it immediately became engaged in a stiff fight along the back edges of the inundated area. Eventually, however, it was able to gain control of the area and was contacted by 4th Infantry Division reconnaissance units by noon on D day. It was not able initially to establish a bridgehead across the DOUVE RIVER, east of Carentan.

501st Parachute Infantry - This regiment also had a scattered drop but found itself in the general vicinity of its assigned landing area. It was able to reach the DOUVE RIVER line and seize the CARENTAN locks as ordered but was unable to destroy the nearby bridges because of heavy fire from the opposite high ground across the river. The bulk of its early fighting consisted of taking on enemy groups that had been pushed back from the beach defenses and were attempting to get into CARENTAN. In this manner, it was able to practically destroy a regiment of the German 3d Parachute Division. This regiment had been up forward near the beach on maneuvers when the attack began and was apparently attempting to pull out to the rear.

Glider Serials - The landing glider serial arrived as scheduled but it had been constantly under heavy ground and AA fire during its trip across the peninsula. It continued to receive more fire as the gliders started to land. The fields that were available proved to be too small and most of the gliders crash-landed. General Pratt was killed when the lead glider struck a tree on landing. The second serial which came in the following day was able to do better but even then the heavily loaded Horsas found the fields to be soo small that many of them also crash-landed.

327th Glider Infantry (Seaborne) - This regiment reached the Division combat area on D + 2 and was immediately committed to a cleaning out attack along the DOUVE from the east. It accomplished this mission in an excellent manner and then was ordered to occupy a defensive area opposite CARENTAN. It later played an important role in the eventual capture of this key town.



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d. Resupply. This division arranged to have one day of Class I, III, V, Medical and certain Class II Signal Supplies pre-stocked at resupply departure fields. The Division Administrative Order stated that these stocks were to be available "on call". Actually, however, on D + 1, a full parachute resupply serial was flown for the division on an automatic basis in the same manner as that for the 82d Airborne Division. Only 4 transports were lost, however, during this flight from a total of 114 planes committed.

British 6th Airborne Division

3d and 5th Parachute Brigades, 6th Air Landing Brigade and 6th Air Landing Recee Regiment.

a. Assigned Missions: (See Reference Map "B" attached)

(1) Seize ORNE RIVER bridges near BENOUVILLE and RANVILLE (5th Parachute Brigade)

(2) Establish bridgehead east of ORNE RIVER (3d Parachute Brigade)

(3) Destroy bridges along DIVES RIVER (3d Parachute Brigade)

(4) Protect west flank I Corps (Division)

b. Movement Plan

(1) Parachute - Both Parachute Brigades were committed initially. They were to commence landing at H - 4 hours, preceded 30 minutes by pathfinder groups. Flight to drop zones was to be directly in from the Channel across the beach line.

(2) Glider - Six gliders were to be independently landed immediately following the pathfinder group to attempt to seize the ORNE RIVER bridges intact. A 68 glider serial, carrying Headquarters personnel and anti-tank units, was to commence landing at H - 2. The Division Commander (Maj. Gen. Gale) was to lead this serial. The Air Landing Brigade serial of 146 gliders was to come in just prior to dusk on D day. Two large landing zones were designated for this serial, on opposite sides of the ORNE RIVER.

c. Execution

(1) This division was in general well landed and it succeeded in accomplishing all of its assigned missions. German reaction was prompt but initially not well organized. Hostile pressure, however, continued to increase steadily as the action progressed and not only prevented exploitation, but gradually narrowed the extent of the bridgehead that was being held east of the ORNE. The 51st Infantry Division crossed the ORNE through the bridgehead on D + 4, thus removing any further threat to the position of the airborne troops.



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3d Parachute Brigade - This unit was dropped generally in the area east of the river as planned but was quite scattered. Initial surprise was achieved and it was thereby able to destroy some of the DIVES RIVER bridges before hostile pressure forced it back to the high ground east of the RANVILLE bridge. Here it held firm as part of the eventual bridgehead position.

5th Parachute Brigade - This brigade was well dropped. On landing in zones opposite both ends of the bridges it found that they were intact and had been successfully seized by the six glider loads that had preceded it. The bridges were then held during the movement across the river of the 1st SS Brigade (Commando), after which the Parachute Brigade took position east of the river to assist in holding the bridgehead.

6th Air Landing Brigade - This brigade made an excellent landing, commencing at 2130 on D day. Upon assembling west of BENOUVILLE it became heavily engaged but was able to establish itself in that area as the southern anchor of the bridgehead position and then hold firm.

6th Air Landing Recce Regiment - This unit was transported in large Hamilcar gliders. The landing was successfully made and 29 out of 30 of the T-9 light tanks were operational immediately following the landing.

d. Resupply. The initial resupply serial for the 6th Airborne Division was set up on a prearranged basis, to be delivered by parachute on the afternoon of D day. This serial was flown as scheduled. The packages were badly scattered and it is estimated that only about 40% of them reached the airborne units. Five planes were lost. Subsequent deliveries were all made in small lots "on call." Good communication existed between the combat area and the British Airborne Command rear base.

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## COMMENTS

4. COMMAND

a. For this Operation all airborne units, both United States and British, were placed under command of 21 Army Group, as were all ground forces. The British airborne units operated under this Group through the British Airborne Command, which acted as a central controlling agency for all British airborne matters. The two reinforced United States Airborne Divisions were turned over by the Group to the First United States Army. There was no United States counterpart of the British Airborne Command to control or coordinate United States airborne matters. Each Airborne Division completed most of its many airborne arrangements independently and on its own initiative. The great need for a United States central airborne controlling agency was constantly apparent and lack of such agency handicapped the entire United States airborne effort.

b. Plans are now under way in this theater to form a United States Airborne Corps and a combined British and American Airborne Command under SHAEF. These steps should insure better all around coordination for the next airborne operation.

5. TROOP CARRIER

a. The transport navigation problem, which was so poorly handled in Sicily, was generally solved in a satisfactory manner during this operation. Check points enroute were well sited and apparently picked up by all serials. Specially trained pathfinder crews were also dropped 30 minutes ahead of leading serials in order to assist in locating drop and landing zones. This system worked as well as could be expected in view of the hostile ground situation. One pathfinder crew, however, was forced to make a sealanding and another may have been immediately destroyed by the enemy.

b. Transport serials were in most cases unable to maintain close formation while receiving sustained ground fire. This resulted in badly scattered parachute drops and glider landings. Instances were reported of transport planes, under fire, cutting gliders loose when not near prescribed landing zones, leaving them to get down as best they could.

c. Briefing of individual plane and glider pilots did not appear to be as complete as is necessary for airborne operations. Planes that lost formation while approaching drop or landing zones were unable to reorient themselves successfully. Ordinary air force briefing procedure is not enough. All pilots, both transport and glider, must be as familiar with the minor terrain near the landing areas as a parachute jumpmaster. Intensive sand table and air photo work will always be essential, to be supplemented by actual reconnaissance whenever practicable.

d. The decision not to equip C-47 planes with self-sealing gas tanks or to provide them with any light vital armor proved to be a costly mistake. Such protection not only would have cut down plane losses but undoubtedly would have served to considerably improve pilot performance while approaching drop and landing zones.

e. United States transports flew 1,656 sorties during the first two days of this Operation. Losses were 46 planes or 2.8%. Many others were badly damaged by small arms fire.

British losses, to include D + 4, were 22 planes out of 734 sorites or 3.0%.



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These loss percentages were well under those expected, probably due to the fact that there were no hostile air attacks launched against the transport serials.

6. GLIDERS

a. This Operation marked the first use of gliders on a large scale in military history. 395 - CG4A, 401 - Horsa and 34 - Hamilcar gliders were landed during the initial phase. No double glider tows were attempted.

b. The fact that the United States glider phase was generally carried out to a successful conclusion can be considered as being little short of miraculous. It has always been axiomatic that mass glider landings should not be attempted until suitable landing areas have been effectively secured, yet practically every serial during this Operation had to come down in the center of a strongly held hostile position. Furthermore, most of the fields that were available for landing were too small to be suitable for landing of fully loaded gliders. Again, the night serials had to come across the entire peninsula while under practically continuous fire. In spite of all this, the personnel casualty percentage was amazingly low. Considerable equipment, however, was either destroyed on landing or had to be abandoned due to enemy fire.

c. Glider pilots were used by the airborne units until they were evacuated, between D # 2 and D # 4, to assist in local Command Post protection, handle prisoners of war and perform special mopping up operations. They performed all of these duties in a superior manner and proved to be enthusiastic and capable ground fighters.

7. RESUPPLY

a. There seemed to be a tendency for both U. S. Airborne Divisions, particularly the 82d, to cut loose completely from their departure bases and delegate many resupply arrangements to the Army Air Forces. Both Divisions took their G-4's over to the combat area to initial serials. Again, the 82d Airborne Division was unable to successfully communicate directly with its base. Initial resupply by air is such a vital matter that adequate staff representation with efficient communication forward must be an essential part of all airborne plans.

b. Prearranged air resupply systems are not flexible enough to satisfy the requirements of airborne combat. The situation will seldom develop as planned. Supplies should be accurately delivered in small lots as called for by local combat commanders rather than dropped in mass over a large area.

c. Large scale parachute resupply drops will usually be wasteful and inefficient and this type of delivery should be restricted generally to emergency supply of isolated units. More use should have been made during this Operation of glider resupply methods.

d. More attention should be paid in the supply plans to ground supply matters for the airborne units. The switch-over from an air to ground supply system should occur as soon as practicable. This will require more careful planning by all agencies concerned than was apparent during this Operation.



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8. ORGANIZATION

a. An Airborne Division organization is necessary. No staff lower than a division staff could have successfully functioned during either the planning or execution phases of this Operation.

b. The organization of the Airborne Division for actual combat must remain a flexible matter and should be practically on a "task force" basis. Each particular operation will probably call for a different proportion of parachute and glider troops. The number and type of certain weapons that will be required may also vary considerably. For initial activation and preliminary training, a divisional organization based on two Parachute Regiments and one Glider Regiment of three Battalions, appears preferable to the present standard Airborne Division. There must be no hesitation, however on the part of any agency concerned, to assist in altering the make-up of any particular Division, whenever necessary to better design it for any specific combat operation.

c. Every suggestion that tends to build-up Airborne Divisions into heavier or ground type Divisions should be strongly resisted so that they will not lose their inherent strategic mobility. They should remain essentially assault fighting units and contain to the greatest possible extent only men and equipment that can be carried in transports and gliders. This means that Airborne Divisions will continue to be severely handicapped by lack of service units and transportation during their preparatory training and rehabilitation periods, or if they are of necessity required to fight on the ground for an extensive period of time. War Department agencies and Theater Commanders must be made fully aware of these deficiencies so that they can plan to remedy same whenever necessary. In this particular theater, formation of the United States Airborne Corps should materially assist in solving this problem.

d. The present Airborne Division organization fails to make any provision for prompt replacement of key division staff officers lost initially as a result of landing accidents. Since accidents of this type can be counted on usually to occur and did occur in this particular Operation, tables of organization should provide for enough extra division staff officers to immediately replace landing losses.

e. Airborne Division headquarters should contain a Liaison Officer Section.

9. AIR SUPPORT

a. No hostile air attacks were made against the transport serials during the air movement phase of this Operation. Fighter protection was ample and effective.

b. No arrangements apparently were made for any air attacks by our planes in order to limit hostile anti-aircraft or ground fire capabilities during the air movement of the transport serials between the Channel Islands or across the peninsula. Provision of this type of support would have materially assisted the transports in retaining a more compact formation during the flights.

c. This Operation showed that we have made no progress whatsoever in solving the all important problem of close air support for airborne troops during the initial combat phase. Such air support simply did not exist. It will always be necessary, due to the inherent lack of fire power, particularly artillery, in airborne units.



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The following steps are recommended to provide for it in the future:

(1) A number of suitable air units should be specifically allotted in the air support plan to perform only support missions on request of the airborne units. Some planes should be on air alert over the combat area during the critical phases, particularly immediately following the airborne landing. Direct air-ground communication, both radio and visual, must be successfully established.

(2) Air Support Parties, Airborne Units and Air Units that are to work together during the actual combat should train together prior to the operation. Communications should be tested beforehand, under conditions as nearly similar to the contemplated combat conditions as practicable.

d. During this operation the Airborne Divisions were tied into the extremely cumbersome regular system of air support requests that was initially set up for all ground units. This meant a time lag of at least six hours between requests and execution. Such a delay served to nullify any possibility of effective air support during the fluid phase of the combat that occurred immediately after the airborne landing.

e. Air-ground communication to all intents and purposes did not exist. Air Support Parties did not appear to be well trained and their communications failed to function in a satisfactory manner. The 82d Division made three requests for air support during the early combat. None were flown. Two of them were turned down, presumably because the target was within artillery range. At this particular time the division had one 75mm and eight 105mm guns operating. They were scattered over the entire area, without communications, probably all firing direct fire missions. Nothing was ever heard of the third request made for air support.

10. EQUIPMENT.

a. The specific arms and equipment that airborne units may require for combat must always vary considerably for each particular operation. This means that Tables of Equipment for such troops should be considered as initial guides only. For example, the armament that was needed for this Operation may not be the same as that best suited for airborne operations in Burma or the Philippines.

b. This Operation once more brought out the great need for a United States quick release parachute harness divice. Many lives would have been saved if our jumpers had been able to promptly clear their chutes immediately upon landing. Coming down under heavy fire, as most of them did, they were in a helpless position during the time that they had to struggle to get out of their harness. This time was much too long in most cases due to our present difficult harness release mechanism.

c. The M-1 rifle is preferable to any carbine for use by parachute infantry. Pistols are practically useless and have no place as primary weapons for any airborne indivisuals.

d. Equipment losses during this Operation were much greater than has been the case in any previous airborne operation, due to the fact that hostile fire prevented adequate search for equipment bundles or proper unloading of gliders.



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11. GROUND ACTION

a. All of the airborne troops proved themselves to be capable and well trained ground fighters. Even those units not possessing previous battle experience performed in a superior manner. There was no evidence of hesitation to close with the enemy and the initiative shown by individuals and small isolated groups was outstanding during the early fighting period. Too much tribute cannot be paid to these airborne soldiers for the manner in which they fought. Handicapped by lack of heavy armament and having already lost considerable personnel during the landing, they were able to gain sufficient control of the area directly inland from the beaches to insure prompt exploitation of any footholds that were secured by the beach assault troops.

b. It soon became apparent that it would not be practicable to relieve the Airborne Divisions from continued ground action as early as had been planned. This means that considerable time will be required to rehabilitate these units. It is estimated that they will not be ready for recommitment for at least 60 days after relief. Casualties reported to date by the United States Airborne Division already total nearly 40%.

RECOMMENDATIONS

It is recommended that:

1. Transport planes utilized in future airborne operations be equipped with self sealing gas tanks and light armor at vital points to furnish more protection against small arms fire.

2. a. The organization of airborne troops into Divisions be continued.

b. Future Airborne Divisions be organized on the basis of two Parachute and one Glider Regimental Combat Teams, with all Infantry Regiments containing three Battalions. Such initial organization to be regarded, however, as being a temporary training and supply expedient only.

c. Every possible effort be made to reorganize the combat elements of each Airborne Division, in accordance with the expressed desires of the theater commander concerned, as soon as such Division becomes earmarked for any particular theater. All requests, however, that might tend to build-up the Division into a heavy division containing a large proportion of personnel and equipment not capable of being air transported, be denied.

d. Extra staff officers be allotted major airborne unit headquarters in order to furnish replacement for key staff officers lost in landing accidents.

e. A liaison officer section be provided for Airborne Division Headquarters.

3. The entire problem of furnishing prompt direct air support to airborne units during initial combat after landing be immediately restudied jointly by qualified, air, ground and signal personnel, under War Department directives. The results of these studies to be translated into orders without delay.

4. Highest pirority be assigned the project of developing and installing a single quick release device for the United States parachute harness.

BRUCE W. BIDWELL
Colonel, G.S.C.
War Department (OPD) Observer



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German Factories Unhit by Allied Bombs

145.161-3
Jan Jul, 1945

RETURN TO:

Director
Aerospace Studies Inst
ATTN: Archives Branch
Maxwell AFB, Alabama

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Letter from Reverend E. S. Hutcherson, Pastor, Trinity Baptist Church, Houston, Texas
Air Adjutant General

AUG 25 1945 1

AC/AS, Plans, Operational Plans Division Colonel Carlson/emp/5834

1. Subject letter is an exact duplicate of a letter sent to Representative Albert Thomas under the same date and over the same signature. The letter to Representative Albert Thomas was answered by this office and returned through your office, and it is therefore not deemed necessary that a second reply be made to this letter.

2. A copy of the reply is attached for your information.

2 Incls
Incl 1. R/S 23 July fr L&LD w/Incl
Incl 2. Cpy of reply to Rev Hutcherson

WALTER E. TODD
Brigadier General, USA
Chief, Operational Plans Division

RETURN TO:
Director
Air Force Historical Research Agency
Maxwell AFB, Alabama
WHEN NO LONGER NEEDED FOR OFFICIAL USE



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TRINITY BAPTIST CHURCH
T. S. Hutcherson, Pastor
1000 Hogan St. : Phone P. 5850
HOUSTON, TEXAS

C
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Y

July 10, 1945

Honorable Tom Connally
The Senate Office Building
Washington 25, D. C.

Dear Senator Connally:

It is being reported here that Henry Ford's Plants in Germany were not touched by an American bomb, and that they continued production for the German War Machine to the end without being touched.

Will you kindly advise us to the truthfulness of this statement: and if true, a comment as to why.

Yours very truly,

/s/ T. S. Hutcherson
T. S. Hutcherson

TSH/mec

transmitted on R/S for LaLD

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Letter to Reverend E. S. Hutcherson

Chief of Air Staff

JUL 2 1 1945

AC/AS, Plans, Operational Plans Division

1
Colonel Carlson/5834

Attached herewith for signature is letter to Reverend E. S. Hutcherson in reply to his letter of 10 July 1945 to Representative Albert Thomas.

2 Incls.
Incl 1 - Ltr to Rev Hutcherson
Incl 2 - Ltr to Rep. Thomas dtd 10 July 45

WALTER E. TODD
Brigadier General, USA
Chief, Operational Plans Division

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AFAEP
ACC/mar/5834
wtn 20 Jul 45
Rewtn: L&LD:FES:jc
5758

July 25, 1945

Honorable Albert Thomas
House of Representatives
Washington, D. C.

Dear Mr. Thomas:

I am writing in reference to your recent inquiry on behalf of the Reverend Mr. E. S. Hutcherson, relative to the alleged immunity from aerial bombardment enjoyed by plants of the Ford Motor Company in Germany.

I have discussed this matter with the appropriate agency in Headquarters, Army Air Forces, and I have been advised that the records of the bomb damage survey compiled from "on the spot" investigation shows that the Henry Ford plants in Germany were all hit by American bombs. The ability of the Germans to salvage something from all bombed factories is not doubted and in many cases production, on varying scales, was continued right up to the end of hostilities.

Your interest in this matter is appreciated, and I trust the foregoing information will enable you to make an adequate reply to your constituent.

Sincerely yours,

/s/

J. D. McINTYRE
Colonel, GSC
Army Air Forces Branch
Legislative & Liaison Division



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AFAEP
ACC/mar/5834
wtn 20 Jul 45

Reverend H. S. Hutcherson
Trinity Baptist Church
1302 Hogan Street
Houston, Texas

Dear Reverend Hutcherson:

Your letter of July 10th to Representative Albert Thomas has been referred to the Army Air Forces for action. Records of bomb damage survey compiled from "on the spot" investigation show that the Henry Ford plants in Germany were all hit by American bombs. The ability of the Germans to salvage something from all bombed factories is not doubted and in many cases production, on varying scales, was continued right up to the end of hostilities.

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TRINITY BAPTIST CHURCH
E.S. Hutcherson, Pastor

1202 Hogan St. :: PhoneP. 5850

HOUSTON, TEXAS

July 10, 1945

Rep. Albert Thomas
Suite 212
House Office Building
House of Representatives
Washington, D. C.

Dear Rep. Thomas:

It is being reported that Henry Ford's Plants in Germany were not touched by an American bomb, and that they continued production for the German War Machine to the end without being touched.

Will you kindly advise as to the truthfulness of this statement; and if true, a comment as to why.

Yours very truly,

/s/

E. S. HUTCHERSON

ESH/mec



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COPY

Ltr to Senator Robert M. La Follette

AAF Branch, Legislative and Liaison Division, Office of the Chief of Staff (Attention: Col McIntyre) 6 Apr 45

AC/AS, Plans, Operational Plans Division WCL/mar/72538

Attached is letter for your signature in reply to the letter from Senator La Follette in regards to the unbombed war plants in Germany.

2 Incls.
Incl 1. Ltr to Sen. La Follette
Incl 2. Ltr fm Sen. La Follette dtd 28 Mar 45

JOE L. LOUTZENHEISER
Brigadier General, U.S.A.
Chief, Operational Plans Division



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AFAIP
WCI/emp/72538
6 Apr 45
Rewrittn: Maj. Gignoux
5758

April 10, 1945

Honorable Robert M. La Follette

United States Senate

Dear Senator La Follette:

Reference is made to the inquiry you addressed to the Commanding General, Army Air Forces, forwarding a communication and newspaper clipping from a Mr. T. B. Niland of Fond du Lac, Wisconsin.

I have been informed by the appropriate authorities in the Air Forces that the selection of priority assigned to the bombing of any targets is dictated entirely by the value of such targets to the enemy's war potential. No consideration whatsoever is given to such factors as ownership, salvage value, etc. Those enemy facilities to include factories, the destruction of which would not seriously impede the enemy's war potential, are placed relatively low on the priority list of targets to be attacked. Numerous enemy installations in the latter category are known to us that are not attacked for the following specific reasons:

a. Their destruction would do little, if anything, to hamper the enemy's war potential.

b. The bombing effort can be more profitably employed on targets of high value to the enemy's war potential.

You may assure Mr. Niland that the earliest possible conclusion of the German war is our only motive in selection of targets for our European Air Force.

Sincerely yours

/s/ FRED E. GIGNOUX, JR.,
Major, General Staff Corps,

for J. D. McINTYRE
Colonel, General Staff Corps
Army Air Forces Branch
Legislative & Liaison Division

1 Incl.
Ltr fr Mr. Niland

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C
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Fond du Lac, Wisconsin
107-West 2nd Street
March 28, 1945.

Honorable Robert M. La Follett
United States Senator
Washington, D.C.

Honorable Sir:

I am enclosing an article which was printed in the "Chicago Sun" Sunday March 25th, 1945.

When I read this article it almost took my breath away. Can such conditions possibly exist? Are we allowing our boys lives to be sacrificed for the gold of six Englishmen?

This article has caused a lot of excitement among the Fathers and Mothers of the boys in service. I being one of them, having both my boys in the service and I am writing to you to ask you if there can possibly be any truth in this article.

I feel free to write you on this, as I have been a supporter of both you and your most wonderful Father for years. I will appreciate anything you can give me on this.

I might add that this article will not act as a tonic for the next Bond sale.

Thanking you for an early reply, I beg to remain.

Very truly yours,

/s/ I. B. Niland.



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AFAEP
DD/mar/72700
5 Apr 45

APR 5 1945

MEMORANDUM FOR GENERAL HOOD:

Subject: Unhit German Factories.

1. Amplifying recent memorandum (copy at Tab "A") to General Giles, subject as above, and with particular reference to a recent story in the Washington Post to the effect that certain factories uncovered by advancing Ground Forces had been untouched by Allied bombings, the following expression of our bombing policy is submitted in connection with anticipated further press queries on this subject.

The selection and priority assigned to the bombing of enemy targets is dictated entirely by the value of such targets to the enemy's war potential. No consideration whatsoever is given to such factors as ownership, salvage value, etc. Those enemy facilities, to include factories, the destruction of which would not seriously impede the enemy war potential, are placed relatively low on the priority list of targets to be attacked, and are not placed on the list at all if their destruction would in no manner impede that potential. A specific example of the latter type is a mattress factory. Numerous enemy installations in the latter category are known to us, but are not attacked for the following specific reasons:

a. Their destruction would do little, if anything, to hamper the enemy war potential.

b. The bombing effort can be more profitably employed on targets of high value to the enemy's war potential.

2. As our forces advance further into enemy held territory we may expect that they will uncover additional enemy installations untouched, or relatively unharmed, by our bombing, for these same reasons.

1 Incl.
Cy of Memo to Gen Giles

JOE L. LOUTZENHEISER
Brigadier General, U.S.A.
Actg. Assistant Chief of Air Staff,
Plans

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SECRET

MEMORANDUM FOR GENERAL GILES:

Subject: Unhit German Factories

1. USSTAF operates under a Directive from the CCS. Included in this Directive is a paragraph authorizing the Supreme Allied Commander to call on the Strategic Air Forces whenever he deems it necessary. It is significant that attacks on the subject factories were never called for.

2. With reference to John Mcklin's story in yesterday's Washington Post, both the nature and location of the subject plants were known to our Intelligence agencies. They were not attacked by the USAAF because it was not felt that such dissipation of our strategic bombing effort was warranted.

3. The theory of strategic bombing is to select the most vital target systems and completely destroy the, not to scatter tha aerial effort aimlessly. It is akin to the comparative effectiveness of a shotgun and a rifle where one well aimed rifle bullet may prove fatal whereas a blast from a shotgun may merely cause a series of superficial wounds.

JOE L. LOUTZENHEISER
Brig General, USA
Chief, Operational Plans Division

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AFAEP
BJG/mc/5834
6 Mar 45

MEMORANDUM FOR GENERAL GILES:

Subject: Recent Bombing of Dresden Targets by the Eighth Air Force

1. On the 14th of February, Dresden was bombed by 311 heavy bombers who dropped 771 tons of bombs. The target was the marshalling yard at Dresden and both H2X and visual methods were used. Visual results appeared to be excellent. On the 15th of February the marshalling yard at Dresden was again bombed by 211 heavy bombers dropping 464 tons of bombs. Pathfinder methods were used on this target and results were unobserved. It is quite possible in the Pathfinder bombing of marshalling yards in large cities that much destruction to the town itself would result.

2. In this connection it should be noted that on the night of the 13th and 14th February, 796 Lancasters bombed the town of Dresden dropping 2646 tons. The attack is stated to have taken place in two waves, the first wave bombed on accurate markers starting fires and the second wave reported fires and accurate bombing. In view of the heavier tonnage dropped by the Lancasters, it would be reasonable to expect that the area bombardment by night had accomplished much of the destruction to the city of Dresden.

3. On 2 March, Dresden was again bombed by about 540 Heavy Bombers dropping 1080 tons by Pathfinder methods. Oil installations were the primary targets but due to overcast conditions Dresden was bombed as a target of opportunity.

4. Dresden is a communication center of major importance through which reinforcements pass to reach the Russian Front.

JOE L. LOUTZENHEISER
Brig General, U.S.A.
Chief, Operational Plans Division

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Confidential Research Reports Upon Personnel Attitudes in USSTAF

AC/AS, Personnel,(Attention: Information and Education Branch) 1

AC/AS, Plans, Operational Plans Division ACG/mc/?2b38

It is requested that this office be furnished copies of the following reports:

ETO-18 "Attitudes of Air Force Personnel in ETO Toward Proceeding to the Pacific Theater After the European War is Over." (Confidential)

ETO-27 "Survey of Fighter Pilots in 8th Air Force: A Comparison with Heavy Bomber Pilots." (Confidential)

ETO-28 "Attitudes of Fighter Pilots Toward Combat Flying." (Confidential)

ETO-29 "How Fighter Pilots Feel About Assignment, Promotion, and Higher Headquarters." (Confidential)

ETO-32 "What Fighter Pilots Say About Types of Planes." (Restricted)

JOE L. LOUTHAN
Brig General, U.S.A.
Chief, Operational Plans Division

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145.101-5
1943-1945

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SC-PA-7 Report

Management Control - Attn: Statistical Control

AC/AS, Plans

FEB 8 1944

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RMB/vk/72700

1. It is requested that the weekly report "Current Status of Overseas U.S. Air Forces" SC-PA-7 Report be made available to the AC/AS, Plans, Operational Plans Division - European Branch. This report should be addressed to the attention of Lt. Col. Bonnevalle, Room 3E-128.

2. The subject report is required by the European Branch in connection with its current work.

JOE L. LOUTZENHISER
Colonel, GSC
Chief, Operational Plans Div

TO: AC/AS, Plans

DATE 10 Feb 1944

FROM: Management Control, Statistical Control Division

COMMENT NO. 2
SCS/wet/74940

Arrangements have been made to furnish report requested in Comment No. 1 to Lt. Col. Bonnevalle, Room 3E-128.

CHARLES B. THORNTON
Colonel, Air Corps
Chief, Statistical Control Division



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Orders.

IN TURN: Asst C/AS, OCR (Transportation Priorities) 29 Jan 44
Asst C/AS, Personnel (Military Personnel Division)

1

Air Communications Officer Maj Hertzberg/jes 4472

1. Request that orders be issued for Major J. M. Hertzberg, Serial No. 0-906861, to leave on or about 6 February 1944 for a period of temporary duty of approximately thirty (30) days overseas. Included in the points to be visited will be Scotland, England, and any other points which might be required.

2. An Air Priority No. APR-2-153866 AAF, has been accorded in order that the party may proceed with a minimum of delay. Arrangements have been made with Air Transport Command for the above mentioned officer to fly in a particular C-54 aircraft equipped with special gear which is to be tested during this trip. Travel to be directed by air with any other mode of travel authorized.

TOM C. RIVES
Colonel, Air Corps
Deputy Air Communications Officer

Coordination:
AC/AS, Intelligence_____
AC/AS, MM&D_____
AC/AS, OC&R_____
AC/AS, Trng_____
AC/AS, Plans_____
Budget and Fiscal_____
OPD (Theaters involved)_____

AC/AS, OCR

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24 January 1944

MEMORANDUM FOR GENERAL KUTER:

Subject: Message K3210, 20th January, Training of Tac, R. Units of the 9th AF in Naval Spotting.

1. The above cable has been answered by CM OUT 9065 dated 22 Jan 44 paraphrased as follows:

"Message from General Morgan W9808 dated 20 January 1944 to AGWAR regarding assignment of additional tactical Reconnaissance Units is now under consideration of WD who will reply. As presently planned no personnel arriving have had Naval Spotting Training before April first. Suggest you order one or two officers qualified in Naval Spotting from Reconnaissance Units of 15th AF, to train your presently assigned units, as such training requires maximum of 3 days. Advise us if these officers are only available in 12th AF and we will request Theater Commander to send them on temporary duty. Believe it advisable to train your present units so that they may be available due to ease of indoctrination."

2. Due to the fact that indoctrination in Naval Spotting is a very simple process estimated to take at most three days, it is not thought advisable to transfer units which are needed in the North African Theater. The issue of training has become involved with the question of allotment of additional Tac R. Units to the 9th A.F. This latter question is under serious consideration by OPD, Theater Group, Colonel Browne.

JOE L. LOUTZENHEISER
Colonel, GSC
Chief, Operational Plans Division

Incl.
Cable No. K3210
20 January 1944

Misc

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8 January 1944

INFORMAL MEMORANDUM FOR COLONEL WILDMAN

Subject: Training Tactical Reconnaissance Squadrons in Naval Spotting Procedure.

1. The question which you referred to me this morning as to whether we should train our Tactical Reconnaissance Squadrons in naval spotting procedure, in addition to our own Artillery Sensing procedure does not to my mind present a clear cut distinction in itself.

2. Either our system or that of the Navy is relatively simple, particularly when a man or a unit is trained in at least one of the procedures. Transition from one system to the other could be effected to my mind in one days effective study. I refer you to TM 6-210 which covers generally our Artillery sensing procedure. I do feel it would be simpler for us to train our units, who are working with the Navy, in their procedure than to train the whole Navy in ours; although Colonel Eddy informs me we have in the past detailed people to the Navy to teach them our methods along this line. Incidentally, you might talk to Colonel Eddy who is an ex-Field Artillery man, holds an observers rating and has had considerable experience.

3. My recommendation would be to continue the training according to our own methods, but for those units to be assigned to the Navy to give them transition to Naval procedure prior to operations, this as mentioned above, I believe, is possible even "on the spot".

JACK W. HICKMAN
Colonel, A.C.
European Branch



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JANIS No. 38

AC/AS, Intelligence

AC/AS, Plans

1

CMT/jw/vk/5334

1. In response to your request for comments from this office on JANIS No. 38 and on the Memorandum for Lt. Colonel Harry W. Besse, from Lt. Colonel D. L. Sage on the same subject, the following remarks are set forth:

a. This office is not entirely familiar with the details of the duties, responsibilities, and functions of all the various intelligence agencies within the War and Navy Departments nor with the method and responsibility for coordination between the agencies concerned. It is believed, however, that the Joint Intelligence Committee's functions in the preparation of such studies should be limited to those of a monitoring agency in order to avoid establishing a large intelligence staff which would duplicate the work of other already existing agencies.

b. It is considered that under such circumstances, the Assistant Chief of Air Staff, Intelligence could be appropriately called upon to furnish the Air Annex to such studies of foreign countries.

c. The Army Air Forces should be represented on the Committee.

d. The planning of an air operation in any country would depend naturally upon the purpose of the operation. Operations might be conducted in the form of sporatic raids for the purpose of harassing an enemy; intensive air attacks seeking destruction of the economic and military existence of the country; or as support for land or naval forces in an invasion. Another circumstance that must be considered is that the proposed operation envisionages air operations conducted from the subject country, the use of whose air bases has been acquired by negotiation or othermeans.

e. A general summary of the intelligence data that should be in such an Air Annex would include:

(1) That information needed to plan counter-air force operations, such as:

(a) The size, composition, disposition, efficiency, and equipment of the air force of the subject country.

(b) Facilities and personnel available to maintain and expand the air force from a personnel standpoint.

(c) The bases, maintenance, repair and production facilities available to maintain and expand the air force from an equipment standpoint.

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*(d) Foreign aid available to the air force in the form of complete air units, or personnel and equipment.

*Note

(e) Radar, Anti-Aircraft and other defenses likely to be encountered

(f) Target data for the destruction of the air force (production, repair and storage plants, reserve and operational aircraft, fuel, bomb and ammunition storage, radar, anti-aircraft defenses, etc)

(2) That information needed to plan a strategic air offensive seeking the destruction of the economic and military existance of the subject country, such as:

(a) A survey of the local industries vital to the economic life and military operations of the country.

(b) A survey of items of import necessary for the country's continued economic and military existance.

(c) A more detailed study showing a combination or combinations of targets suitable for aerial bombardment, the destruction of which could be accomplished with the minimum of effort yet result in a rapid collapse of the economic and military forces of the country.

(d) Detailed data on strategic targets.

(3) That information needed to plan a tactical air operation in support of land or naval forces in an invasion, such as:

(a) The most appropriate areas in which invasion forces would operate.

(b) The type and strength of resistance to be encountered by the invasion forces initially.

(c) The rate and strength of possible enemy buildup to meet the invasion forces.

(d) Location and description of enemy air fields in the assault area to be captured in the early stages of the invasion and data on the feasibility of construction of fighter strips in the area.

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JANIS No. 38

AC/AS, Intelligence

AC/AS, Plans (Cont'd) 1

(e) Enemy military installations and lines of communications in the immediate invasion area.

(f) Enemy installations and lines of communications appropriate for aerial bombardment for the purpose of isolating the general invasion area and preventing reinforcement and supply thereto.

(4) That information needed to plan air operations from the subject country, the use of whose bases has been acquired by negotiation or othermeans, such as,

(a) Number, type, location and description of air bases in the country.

(b) Feasibility of expansion of existing airfields if required.

(c) Feasibility of constructing additional airfields if required.

(d) Lines of communications and facilities for supplying existing and proposed new air bases.

*(e) Aid to be expected from the subject country in the form of aerial operations, ground assistance to our aerial operations, repair maintenance and housing facilities, radar and anti-aircraft defenses, intelligence data, and supplies of fuel, ammunition, bombs and food.

*Note

(f) Appropriate targets within radius of action of our various types of aircraft.

(5) That information on weather in the area necessary for planning any type of air operations.

(6) That information on terrain necessary for planning any type of air operations.

(7) That information on the various areas from which our air forces could conduct air operations against the subject country, necessary for planning, such as:

(a) Number, type, location and description of air bases.

(b) Feasibility of expansion of existing airfields if required.

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JANIS No. 38

AC/AS, Intelligence

AC/AS, Plans (Cont'd) 1

(c) Feasibility of construction of new airfields if required.

(d) Lines of communications and facilities for supplying existing and proposed new air bases.

(e) Defenses available and required for such bases.

(f) Weather data

(g) Terrain data.

(h) Supplies of all types, required by our air forces which are available in the base area.

(i) Distances from the various bases to the subject country as compared to the radius of action of our various type aircraft.

(j) Data on the route from base to the target area including opposition to be encountered en route.

f. It is realized that all of the information referred to in paragraph e. above would probably not be immediately available to the compilers of the study and that much of the data would change from time to time. It is believed, however, that certain basic data would remain unchanged and that the Air Annex could be amplified and revised periodically as circumstances required.

*Note: This item in some instances might become an item of interpretation of intent rather than presentation of factual data, and therefore, in such instances should be omitted.

JOE L. LOUTZENHEISER
Colonel, G.S.C.
Chief, Operational Plans Div.

Attach
Memo for Col Besse

[redacted]



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AFINT

MEMORANDUM FOR: Lt. Colonel Harry W. Besse

Subject: JANIS No. 38

1. JANIS No. 38, Volumes 3 of 3, 2 of 3 and 1 of 3 have been examined to determine if the information contained therein is:

(a) Sufficient in scope to provide a general background and understanding of Bulgaria from an Air Force point of view

(b) Sufficient in scope to provide enough information on which an Air Staff could base a general plan of operation in the area concerned.

2. In reference to 1A JANIS 38 does not provide enough general information to be of more than academic use to any one using the study from an Air point of view.

3. In reference to 1B, JANIS 38 does not in any manner furnish the information which would be prerequisite to an Air Staff planning an operation, general or otherwise in any area.

4. It should be noted that so far as it known JANIS 38 was compiled without USAAF participation, assistance or consultation.

5. Chapter XI of JANIS 38, Vol. 2 of 3, entitled Army Air is in itself a compilation of the barest facts concerning the Bulgarian Air Force and airdromes, and omits all of the details and information which are of elementary importance to even a general comprehension of the Bulgarian Air Force and installations. While some of the desired information might be gleaned by laborious analysis of other portions of the study it is suggested that the portion of the study dealing with Air should be a complete whole in itself insofar as basic Air information is concerned, with particular regard to aircraft, airdromes and installations, maintenance and supply, AA and radar defenses, as well as railroad, communication, industrial, and other potential targets

6. As far as can be ascertained the use of any up-to-date photo reconnaissance is totally lacking, although complete photo reconnaissance of this area has been flown in the past several months, and the entire area mapped.

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Memorandum for Lt.Co..Harry W.Besse
Subject: JANIS No.38

7. Rather than attempting to list each informational item that is lacking throughout the study for proper appreciation of an Air Survey, attached is Exhibit A, which outlines the type of information which should be furnished in addition to that supplied in JANIS 38 (A) to provide a general background of any given area from the Air point of view, and (B) to provide sufficient information for an Air Staff to plan a general operation.

CONCLUSION:

1. the JANIS type study is of necessity designed to provide general and specific information on an area with particular attention to Military and Strategic details. Based on the information supplied in such a study, any branch of the Military Services, Ground, Naval or Air Forces, should find sufficient data in such a study to enable them to lay the groundwork for an operation in its broader phases. Obviously the information contained in JANIS 38, Chapter XI Air provides only some of the general and none of the specific information elemental to such an undertaking by the Air Branch.

2. It is fully realized that the required items outlined in Exhibit (A) present a maximum coverage of the subject from an Air point of view. In the collection of information on some areas, the required date may or may not be readily available, or available at all. However, as much of the required data as is possible to obtain should be included in any JANIS Type Study.

3. As stated previously, photo-reconnaissance is a prime source of information for Air or Ground Intelligence. Complete photo-reconnaissance and subsequent map coverage of the particular Bulgarian area in question, is available. It is further believed that a high percentage, if not all of the information called for in Exhibit (A) is available at this time.

4. The JANIS Type Study or Survey is not of necessity designed to furnish the type of current information necessary for active operational planning. Insomuch as any such study is by its very nature a survey of a static situation it does not deal with estimates of enemy situation, capabilities, intentions, current aircraft or troop movements, specific targets or objectives, or other matters peculiar to planning and implementing a specific operation.

D. L. SAGE,
Lt. Col., A.C.

1 Incl
Exhibit A.

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**EXHIBIT A.**

1. General.
   - A. Concise summary of history and traditions.
   - B. Brief description of the establishment of the Air Force and its efficiency as a whole (should include unit organization, number of a/c in each type unit).
2. Strength.*
   - A. Battle order as of most recent date available.
   - B. Disposition (location by unit).
   - C. Type of aircraft and markings.
   - D. Performance chart (listing armament, armor, engines, range, bomb load ratios, rate of climb, cruising and maximum speed, etc.
3. Production.
   - A. Production a/c.
   - B. Production a/c engines.
   - C. Other sources of a/c, engines, and parts.
   - D. A/c reserves on hand (by type).
   - E. A/c reserves potential (by type).
   - F. Survey of maintenance and repair facilities and supply including capacity, type, labor and availability to installations.
4. Personnel.
   - A. Organization.
   - B. Administration.
   - C. Finance.
   - D. Training program, tactics and morale.
   - E. Rate of turnout of air crews.
   - F. Trained reserves and replacements on hand.
   - G. Untrained reserve potentialities.

* This table should include any enemy a/c or air force known to be located in the area.

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Exhibit A.

5. **Airdromes.** Table Showing

A. Name.

B. Latitude and longitude.

C. Estimated normal dispersal.

D. Estimated maximum dispersal.

E. Type of a/c.

F. Exact location.

G. Exact dimensions in feet.

H. Number of runways and bearing.

I. Soil type and terrain characteristics.

J. Surfacing of runways (including weight they can sustain or largest a/c known to have landed).

K. Wet and dry weather characteristics.

L. Dispersal area.

M. Condition of hard stands and revetments.

N. New construction, if any.

6. **Airdrome Flight Characteristics.**

A. Grades, dips, or unusual runway features.

B. Prevailing winds (local).

C. Approaches.

D. Impediments to navigation.

7. **Airdrome Facilities.**

A. Availability to roads and R.Rs.

B. Communications.



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Exhibit A.

| | | |
|---|---|---|
| 7. Airdrome Facilities (Cont'd) | C. | Water supply. |
| | D. | Light and power. |
| | E. | Hangars, shops, and repair facilities. |
| | F. | Housing facilities. |
| | G. | Gasoline storage installations and capacity, |
| | H. | Bomb and ammunition dumps, location and type. |
| 8. Airdrome Defenses AA* | A. | AA permanent emplacements and calibre. |
| | B. | Mobile AA with calibre. |
| | C. | Searchlight positions. |
| | D. | Evidence of degree of prediction fire. |
| 9. Airdrome Defenses - Radar. | A. | Location of installation. |
| | B. | Type. |
| | C. | Chart showing range in miles at altitudes of 500, 1000, 10,000, and 21,000 feet (or whatever altitude is necessary for maximum range). |
| 10. Photo Reconnaissance. | A. | Annotated strips or mosaics showing as many individual a/d's and installations as possible, and the most important airdromes and installations in particular. |
| | B. | Annotated strips or mosaics as are available or can be flown on other military objectives. Coordinate with Paragraph 13. |
| 11. Air Movement. | A. | Volume of routine traffic on the principal a/d's also showing types of a/c involved. |
| 12. Commercial A/C. | A. | Survey of commercial aviation routes flown principal a/d's used, cargo carried in tons, types and performance of a/c (See 2A). |

* A survey of the entire area under study aside from airdrome areas should be given, accompanied by chart with particular emphasis on AA and Radar defenses adjacent tothe coast, to ports, industrial plants and other military objectives.



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Exhibit A.

13. Target Charts and Objective Folders — These should be prepared on the more important installations in the priority listed:

A. Principal airdromes and adjacent areas.

B. A/c production, parts, or assembly plants.

C. Key industrial plants and arsenals.

D. Oil refineries and storage tank areas.

E. Harbors and dock facilities.

F. Key units in power and communications networks.

G. Rail centers with particular attention to Marshalling Yards.

H. Other strategic points which might be vital to the interdiction of Rail traffic with the minimum of Air effort.

I. Strategic points which might be vital to the interdiction of road or highway traffic with the minimum of Air effort.

*J. Other military objectives which may be especially pertinent to any given problem in connection with operational planning.

14. Maps.

A. Aeronautical chart index map (for each series).

B. One set of aeronautical charts 1:500,000 of the entire area under consideration should accompany the study.

C. General Staff map index (for each series).

D. Hydrographic chart index map (for each series).

* This item might not be pertinent for purposes of a general survey.



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**Exhibit A.**

**FURTHER RECOMMENDATIONS:**

**Included in the Air section should be the following specific analysis of:**

**1. Study of enemy a/d's within a 1200-mile radii of the center of area under consideration. This should include charts or maps showing airdromes and approximate disposition of enemy a/c. The same information should be furnished regarding these airdromes and Air Force present as is required in Paragraphs 2 A,B,C,D, 5, 8, 9, 10 and 11.**

**2. The study contained in JANIS 38 on Fuel Oil Storage Facilities page VI-7 Table VI-12 VI-13, simply states the storage capacity for fuel oil for the entire area with no indication of the amount or type of fuel present or whether it is motor, aviation or high octane gasoline, or lamp oil. A survey giving a breakdown should be included in any study being made for Air.**

**3. There is no statement of bomb stocks available in the area, if any. This information is called for in Paragraph 7 H of this Exhibit insofar as airdrome areas are concerned. However, a brief survey giving the overall picture should be included in any study effecting Air. This should give the number of bombs at each location by type and weight (incendiary, H.E. etc., 100 kilos etc.), production and/or import source, or as much of this information as is possible to obtain.**



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Special Study.

21 Jan 44

AC/AS, Intelligence.

AC/AS, Plans.

1

CMT/jw/5834

It is requested that Lt. Colonel DeWitt Sage be assigned temporarily to work with AC/AS, Plans on preparation of a study for General Arnold, subject being the same on which Colonel Sage made a report in General Arnold's 8:30 meeting, 21 January.

JOE L. LOUTHERBISER
Colonel, C.S.C.
Chief of Operational Plans Div.

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18 January 1944

MEMORANDUM TO ALL OFFICERS, EUROPEAN BRANCH

Subject: Recording of Incoming and Outgoing Papers.

1. In order to maintain a proper record of the work performed in this division, it is necessary that all incoming and outgoing papers be recorded by Miss Williams in a register which she maintains.

2. It is requested, therefore, that officers receiving incoming papers direct from someone outside of the Branch have such papers recorded by Miss Williams. Similarly officers who, for expediency, take papers out of the Branch themselves, should have such papers recorded by Miss Williams before doing so.

for CHARLES M. TAYLOR
Colonel, G.S.C.
Chief, European Branch



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Station Lists for the 8th, 9th, 12th and 15th Air Forces

AC/AS, Plans 18 Jan 44

Management Control, Administrative Services Division,
Reproduction Branch MB/ij/6750

Only a limited supply of the Station List referred to in Comment One is received in this office and a sufficient quantity is not received to furnish a copy to your Division. A copy may be referred to in the Air Adjutant General's Office.

for ROBERT FINKELHOR
Lt Col, Air Corps
Chief, Admin. Serv. Div.
Management Control



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Station Lists for the 8th, 9th, 12th and 15th Air Forces.

Air Adjutant General

AC/AS, Plans

8 Jan 44

1

JMH/mar/jw/72538

Request that steps be taken to provide, from time to time, this office with current station lists of the 8th, 9th, 12th and 15th Air Forces.

JOE L. LOUTZENHISER
Colonel, GSC
Chief, Operational Plans Division

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MEMORANDUM TO OFFICERS CONCERNED, EUROPEAN BRANCH

The assignment of Colonel Low to the Joint Staff Planners necessitates certain changes in the officer personnel assigned to the two branch sections. Provisionally, the following organization is set up, effective January 17, 1944:

United Kingdom Section

Colonel Jack W. Hickman - Chief
Lt Col B.J. Gaylord - Asst

Mediterranean Section

Lt. Col Carlson - Acting Chief
Lt. Col Gutru - Asst

RWB.

for CHARLES M. TAYLOR
Colonel, G.S.C.
Chief, European Branch

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Photos of U.S. aircraft.

AAF Photographic Library
xxxx Room 1E394 Pentagon Building (Attention Mr. Albright 1/12/48 1

FROM: AC/AS, Plans

1. It is requested that photos of the following list of U.S. aircraft be sent to this office. If possible, it is requested that two or three different views of each of the below listed aircraft be included.

Heavy Bombers
- B-17 E (or F)
- B-24 D (or E)
- B-29 BW
- B-3[illegible]

Medium Bombers
- B-25 G (or H)
- B-26 B
- B-34

Light Bombers
- A-20 G (or J)
- A-26 B
- A-36 A
- A-24
- A-25

Fighters
- P-38 J
- P-39 D (or F or K)
- P-40 F (or K)
- P-47 C (or D)
- P-51 B (or C)
- P-61
- P-63 A
- P-70

Cargo planes
- C-46 A
- C-47 A
- C-53 C (or D)
- C-54 A
- C-60 A
- C-87
- VC -78
- C-45
- C-40
- C-67
- C-43
- C-81
- C-61
- C-69

Trainers
- PT 13 to 21 incl.
- BT 13 to 15 incl.
- AT 6
- AT 11
- AT 18
- AT 21

Mission Planes
- L1 to L5 incl.

2. These photos should be sent to AC/AS, Plans, Operational Division, European Branch, Room 3E128—Attention Lt. Colonel Bonnevalle.

JOE L. LOTZENHEISER
Colonel, GSC
Chief, Operational Plans Division



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SC-AS-45 Report whn 17 January 1944

Statistical Control Division

AC/AS, Plans

1
RMB/vk/72700

1. It is requested that a copy of SC-AS-45 report be distributed to this Division each week as it is issued.

2. This report should be transmitted to the Assistant Chief of Air Staff, Plans, Operational Division, European Branch, Room 3E-128.

3. Information contained in this report will be extracted for the Policy Files covering the US Air Forces in Europe, maintained in the European Branch.

JOE L. LOUTZENHEISER,
Colonel, C.S.C.
Chief, Operational Plans Div.



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A-20 Flight for 33d Photo Recon. Squadron.

AC/AS, OC&R

AC/AS, Plans

5 Jan 44

1

CMT/jw/5834

1. A cable (Security Control W-9055 of 31 December) received from London contains the following request (paraphrased):

"That the 33d Photo Recon. Squadron contain one flight equipped with A-20 type airplanes to be used for night photography. This flight to be trained and equipped for this purpose, without delaying the departure date of the unit. Operations contemplate use of flash bomb equipment or suitable substitute. It is necessary that allotment of A-20's be increased to supply this new requirement".

2. It is desired that your office prepare the answer to the above request, coordinating it with office AC/AS, Plans.

JOE L. LOUTZENHISER
Colonel, GSC
Chief of Operational Plans Div.

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wtn 5 Jan 44

Army Air Forces Reference Data

AC/AS, OC&R - Attn: Lt. Col. Macklin

AC/AS, Plans

4

CRL/vk/6724

1. It is believed that a staff manual for the Army Air Forces containing logistical data would be of great value for planning purposes to small units such as Groups as well as to larger units. Much time could be saved in the preparation of loading plans for the movement of units. Also with a manual at hand containing necessary logistical data, the probability of making mistakes, resulting in increased cost to the government, is greatly reduced.

2. As far as possible, this manual should contain:

a. Weights and cubic footages of standard items of equipment in the AAF.
b. Capacities of box cars and flat cars by types.
c. Numbers of different kinds of vehicles that can be loaded on a flat car.
d. Loading of coaches, pullman cars, and dining cars.
e. Capacities of gas, oil and water trucks and trailers.
f. Diagrams on proper loading of box and flat cars (including bridging between cars).
g. Directions for the conversion of baggage cars into kitchen cars.
h. Forms of movement orders for inexperienced squadron commanders.

3. All information should be written into the manual as clearly as possible in order to avoid confusion in its use.

JOE L. LOUTZENHEISER
Colonel, GSC
Chief of Operational Plans Div.

Incl
n/c

Rear of file
Ass Office

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Recapitulation of Weekly Aircraft Status Report, 12th & 15th AF

AC/AS, Statistical Control Division
Attn: Major Traster, Rm 4C 974
AC/AS, Plans Div., European Branch

1
Bonnevalle/vk/72700

1. Pursuant to the conversation between Major Traster and Lt. Colonel Bonnevalle of this Division, it is requested that this division be placed on your distribution list for the following report: "Recapitulation of Weekly Aircraft Status Report, 12th and 15th Air Forces".

JOE L. LOUTZENHEISER
Colonel, G.S.C.
Chief, Operational Plans Div.

Filed Twice

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AC/AS, Plans
JWH/mar/72538
14 [redacted] y 1944

F-le H

MEMORANDUM TO THE ASSISTANT CHIEF OF STAFF, OPD

Subject: Airborne Section on First Army Group Staff

1. General Devers, in cable W-9996, 1 January 1943, requested establishment of an Airborne Section on the staff of the First Army Group.

2. General Devers' original request - cable W-8871- indicated that he desired Major General Ridgeway, with fourteen officers and necessary clerical and enlisted help, to comprise this staff section. The rank of the section head indicates that General Devers places considerable importance upon the function which the section would perform.

At present, or at least until very recently, no officers specifically qualified in Troop Carrier matters were assigned to any of the 3 intermediate Headquarters between Troop Carrier Command and Theater Headquarters in UK. This is a matter which Troop Carrier people in this headquarters eye with considerable concern.

It is presumed that the First Army Group will be at least partially Airborne. From our experience in North Africa and since the aerial transportation is so vital to the success of an Airborne operation, it appears imperative that specialists in Airborne matters act as advisors on the First Army Group staff. Such experts should carry considerable weight in planning OVERLORD. Since air matters are so important in the scheme, Air Corps officers of considerable rank and experience should be assigned to this section.

In view of the size of OVERLORD and the important role that the Air Force will play, it further appears that not only should there be an Airborne section

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on the Ground Force staff, but there should be a Ground Section on the Air Force Staff. This section will be invaluable in the training in preparation for any invasion scheme. This interchange of staff sections between Ground and Air Headquarters would enhance considerably smoothness of cooperation in planning, training and operation.

3. It is believed that the provision of an Airborne section, containing one or more Air Corps officers of considerable rank and experience, on the staff of the First Army Group should be approved. It is further believed that a Ground Section, containing highly qualified Ground Force officers, should be provided on the 9th Air Force Staff.

4. It is recommended that General Eisenhower, if he so desires, be authorized to establish an Airborne Section on the First Army Group staff and that the provision of a Ground Section on the Tactical Air Force Staff be suggested to him.

For the Commanding General, Army Air Forces:

L. S. KUTER
Brigadier General, USA
Assistant Chief of Air Staff, Plans



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SUBJECT: Telephone Conversation - General Giles - 13 January

TO: AC/As, Plans DATE

FROM: Deputy Chief of Air Staff COMMENT NO. 1
ESP/eva/6371

1. In conversation with General Giles, the question was asked as to whether or not the medium bomb group could be taken out of Panama and transferred to the Ninth Air Force.

2. Will you please look into this and take the necessary action to notify General Brereton whether or not it can be done.

EDWIN S. PERRIN,
Brigadier General, U.S.A.,
Deputy Chief of Air Staff

TO: Deputy Chief of Air Staff (Attention: Brigadier General E.S. Perrin) DATE 1/14/44

FROM: AC/AS, Plans COMMENT NO. 2
JWH/mar/72538

General Brereton was notified this date that the medium bomb group was being withdrawn from the Caribbean and would disappear from the Troop Basis as a medium group, so that personnel therefrom will appear in the augmented B-29 program, and that therefore assignment to the 9th Air Force is not practicable at this time.

JOE L. LOUTZENHEISER
Colonel, GSC
Chief, Operational Plans Division

Refer to Cable (OUT-5911) 17 June '44

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| SUBJECT | FROM | TO | DATE |
|---|---|---|---|
| Official Visits to Canada | | | |
| Admission to Air Room | Lout (CMT) | Intelligence - | |
| Ltr to Mr. Edgar B. Davis | Gen Giles (HHH) | | |
| Program "American Women" | General Kuter | Asst Dir of AAF | 10/28/43 |
| Ltr to Mr. H.H. Tyron | | | |
| Ltr fr Rockefeller re Inf Trip to European & Med. Theater | Col Loutz | Intelligence | 11/19/ |
| Aircraft Serviceability & Sortie Rates (transmittal by hand) | Col Thornton | Plans | |
| Cable - Status of Mosquito Program | | | |
| Pictures of Air Craft Accident UC-40D | | | |
| Cable of 15 December being held for delivery by Col Gutru | Col Loutz (GHG) | Gen Anderson | 12/20/ |
| [redacted] | | | |
| Security Control Cable re to movement of 26th Air Depot Group | (Note for file) | | |
| Field Officers Signing in fr Foreign Theaters | Col Loutz(JWH) | Personnel | 12/30/43 |
| Cable from Col Taylor (Memphis) | | | |



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W. D., Sig. C. Form No. 188
(Revised April 1942)

**Signal Corps, United States Army** AEP

**Received at** ACTION COPY

WUP85 15 TOUR

MEMPHIS TENN DEC 29 1038A

COL JOE L LOUTZENHEISER ARMY AIR FORCES

ROOM 3E124 PENTAGON BLDG WASHDC

GROUNDED IN MEMPHIS DUE WEATHER AND PRIORITIES STILL

HOPE GET IN SOME TIME TODAY REGARDS

CHARLIE TAYLOR.

1213P.

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Field Officers Signing in from Foreign Theaters.

AC/AS, Personnel

AC/AS, Plans \

Rewtn. 30 Dec 43 1
JOB/mar/jw/72538

Request that all field officers signing into this headquarters from foreign theaters be asked to call, at their convenience, on the following officers in AC/AS, Plans:

Chief, European Branch
Chief, Asiatic Branch
Chief, Pacific Branch
Chief, Western Hemisphere Branch.

JOS L. LOUTTENHISER
Colonel, GSC
Chief, Operational Plans Div.

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SAFETY FILM KODAK

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Filesender
Miscellaneous Cairo
CRA

11 December 43

NOTE FOR THE FILE

Security Control Cable, Cm-In-3290, 5 December 1943, with regards to the movement of the 26th Air Depot Group to the CBI Theater. It is felt that the information contained in the above cable is not sufficiently clear to allow the movement at this time of the Air Depot Group to the CBI. It is decided before any action will be taken to get the opinion of the staffs returning from SEXTANT.

Reference: CM-OUT-283, 1 Dec 43
CM-IN-18645, 30 Nov 43



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AC/AS, Plans
GHG/jw/6724

20 Dec 1943

MEMORANDUM FOR GENERAL P. L. ANDERSON:

Subject: Cable of 15 December.

A cable message status report as of December 15th from COMBOMCOM 8 to COMAF 8 is being held for delivery to you by Lt. Colonel George H. Outrn, Jr. AC/AS, Plans, European Branch, 2B-132, Pentagon Phone extension 6734.

JOE L. LOUTZENHEISER
Colonel, G.S.C.
Chief of Operational Plans Div.

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AAFATC/NAW/Staff/CON/FTC/hp
18 December, 1943

SUBJECT: Pictures of Air-craft Accident UC-40D No. 42-38347.

TO : Colonel Charles H. Taylor, GSC
3E-128 The Pentagon
Washington 25, D.C.

1. Enclosed are pictures you requested of Air-craft UC-40D, No. 42-38347, of six (6) views.

2. Request acknowledgement of receipt by indorsement hereon.

For the Commanding Officer:

FRANCIS E. CURRAN
1st Lt., Air Corps
Control Officer

Encl: 6 Photographs

30 Dec 43

1st Ind.

AFAEF
CMT/jw/5834

WD Hq Army Air Forces, Washington, D. C.

to: Commanding Officer, Station #8 NAW ATC, Montreal Airport
Dorval, P.Q. Canada

Receipt of pictures is acknowledged with appreciation.

For the Commanding General, Army Air Forces:

JOE L. LOUTZENHEISER
Colonel, G.S.C.
Chief of Operational Plans Div.

Filed - Misc

[redacted]

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CROSS REFERENCE - Misc.

FILED: Cables #3876 from Sextant
dated 6 Dec 43

SUBJECT: Status of Mosquito Program

File: Misc
: Cables



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ROUTING AND RECORD SHEET

Aircraft Serviceability and Sortie Rates - Heavy Bombers in U.K. and N.W.A.

22 Nov 1943

TO: AC/AS, Plans
Attention: Colonel C. R. Low
FROM: Management Control, Statistical Control Division

1
JGO/hhh 73891

1. This is to confirm the transmittal, by hand, of a table "Airplane Serviceability and Sortie Rates - Heavy Bombers in UK and NWA (30 June-20 Nov 1943)" on 20 November 1943.

CHARLES B. THORNTON
Colonel, Air Corps
Chief, Statistical Control Division

[redacted]



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TO: Management Control, Statistical Control Division
Attention: Colonel Charles B. Thornton

DATE:
COMMENT NO. 2
CRL/jc/6724

FROM: AC/AS, Plans

The information referred to above was received by this office. The expeditious manner in which this information was prepared and transmitted is appreciated.

JOE L. LOUTZENHEISER
Colonel, G.S.C.
Chief, Operational Plans Div.

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Letter from Mr. N. A. Rockefeller re Information Trip to European and Mediterranean Theaters.

AC/AS, Intelligence

AC/AS, Plans

19 Nov 43 3
CRL/jw/6724

1. Although it is not the policy of the Army Air Forces to approve civilian indoctrination trips for the purpose of observing the AAF in combat zones, it is believed that in this case an exception should be made.

2. If, as a result of this trip, Mr. Rockefeller can increase the prestige of the AAF in Latin America and in this country as well the results achieved will be of real value to the AAF.

3. It is brought to your attention, however, that before Mr. Rockefeller or his representative can depart for any theater, he must receive permission from the Theater Commander concerned to make his visit.

JOE L. LOUTZENHISER
Colonel, G.S.C.
Chief of Operational Plans Div.

Incl:
n/c

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Letter from Mr. N. A. Rockefeller re Information Trip to European and Mediterranean.

To: AC/AS, Intelligence

16 Nov 43
1
RHR/ee/72141

From: AC/AS, Plans

1. Your attention is invited to the attached copy of letter from Mr. Nelson A. Rockefeller to General Arnold in which he requests that a competent member of his staff be sent on a brief indoctrination trip to the European and Mediterranean Theatres.

2. The original of this communication was lost in transit; however, it is desired that you give the matter consideration and prepare a suitable reply for General Giles' signature.

WILLIAM E. HALL
Brigadier General, U.S.A.
Deputy Chief of the Air Staff

To: AC/AS, Plans

18 Nov 43
#2
WCB:ESM/ 4738

From: AC/AS, Intelligence

1. This organization has been doing an excellent job in psychological warfare and incidentally propagandizing the Army Air Forces. It is recommended that facilities be given Mr. Rockefeller to send a member of his staff on an indoctrination trip to Europe as he requests. It is believed such a visit would be of value to the Army Air Forces.

2. Request your comment and/or concurrence.

WILLIAM C. BENTLEY
Colonel, G. S. C.
Actg. Deputy AC/AS, Intelligence

Incl: n/c



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October 12, 1943

COPY

Dear General Arnold:

Thank you for sending me the "Appreciation of Air Power".

This study is extremely helpful in giving us a background for an intelligent discussion of air power in the Information Program for the other American republics. Our audience has been profoundly impressed with the results so far achieved by the Army Air Forces. We shall have a larger responsibility for interpreting the expanding aerial offensive as the tempo of the attack increases.

In our recent conversation I discussed with you the possibility of sending a competent member of our staff on a brief indoctrination trip to the European and Mediterranean theaters of operation. The experience gained on this trip would best enable us to give a true portrayal of the use of air power in the months ahead.

I am most anxious to pursue this matter further with you, and, if agreeable, to work out definite plans.

With personal regards,

Sincerely,

/s/

Nelson A. Rockefeller
Coordinator

General H. H. Arnold
Army Air Forces
Room 3E 1009
Pentagon Building
Arlington, Virginia.

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FILES 10/30/43

Ltr to Mr. H. H. Tyron

General Arnold

AC/AS, Plans

1

CRL:jrl 6724

Attached is suggested reply to the letter of Mr. H. H. Tyron dated 28 October 1943.

2 Incls
1- Ltr frm Mr. Tyron dtd 28 Oct 43
2- Proposed ltr to Mr. Tyron

JOE. L. LOUTZENHISER
Colonel, GSC
Chief, Operational Plans Division



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THE BLACK ROCK FOREST
Cornwal-on-Hudson, N. Y.

10/28/43

My dear General Marshall:

The following may be an old story to you, but I send it alone for what it's worth.

It is Hitler's custom, on November 9 of each year, to rehearse in Munich the march of the Party Leaders and others from the Burgerbraukeller, which lies across the Isar, to the Konigeplatz. Their route follows, in part, the Isarforplatz; later they pass through the Odensplatz, ending in a flurry of "heils" at the Konigaplatz.

I don't know as they'll hold it this year; but the Air Forces might find this a good day for a sortie. Any good map of Munich will show the foregoing locations.

Yours truly,

/s/ H. H. Tyron
H. H. Tyron

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CRL:jrl 6724 AEP FILES
10/30/43

Mr. H. H. Tyron
The Black Rock Forest
Cornwall-on-Hudson, N. Y.

Dear Mr. Tyron:

Your letter of October 28 was received by General Marshall and forwarded to me for necessary action.

Your interest in our efforts to bring this war to a speedy and successful conclusion is greatly appreciated. It is such spirit and cooperation that will quicken our ultimate victory.

The information contained in your letter has been forwarded to the necessary agencies for action.

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AC/AS, Plans
CMT/jw/5834

wtn. 28/Oct/43

MEMORANDUM FOR: The Assistant to the Director for the Army Air Forces, War Department, Bureau of Public Relations. (Attention: Colonel Wm. Westlake)

Subject: Review of Radio Programs.

1. On page 8 of the attached radio script "American Women" which was on the air October 19, 1943, there appears a technical error. Reference is made to the pilot getting his nose down and losing altitude, followed by a comment urging him to pull his nose up or else he will be in a spin.

2. This error is readily apparent to anyone who flies and therefore indicates carelessness or inefficiency on the part of the Army Air Forces in permitting it to be released. The public knows that such broadcasts must have the "approval" of the appropriate agency or agencies of the War Department before release.

3. No great harm has been done in this particular instance but the attached letter of explanation from the Office of the Director indicates that the system of review for such releases is inadequate and incomplete, and unless improved, might lead to some embarrassing, if not serious consequences. Supervision of the technical aspects of these releases is required in addition to the supervision of security and policy factors.

L. S. KUTER
Brigadier General, U.S.A.
Assistant Chief of Air Staff, Plans

Incl:
Ltr 21 Oct
with incl.

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WAR DEPARTMENT
Bureau of Public Relations
Washington

21 October 1943

SUBJECT: Script "American Women" prepared by Arthur Meyerhoff & Co. for CBS broadcast 19 October 1943.

TO : Asst. Chief of Air Staff, Plans
ATTN: Col. C. M. Taylor
3E128, The Pentagon

1. According to your request, subject script with accompanying letter is transmitted for your information.

2. Subject script was prepared by the advertising agency for the Wrigley Company, which used fictitious names except for the character of Captain Black. The program was not prepared or produced by the Army Air Forces.

3. Subject script was submitted to this branch for review as to military security. This branch coordinated script with WAC office of Technical Information as to policy involving WAC members concerned.

4. The WAC office recommended amendments, in which this branch concurred, and the script was stamped "no objection to publication on grounds of military security, as amended," and returned to Radio Branch, Bureau of Public Relations, for appropriate notifications to the producer.

5. Action as to military security is the limit of the authority of this branch over a script of this nature.

6. Request return of subject script to Radio Branch, Bureau of Public Relations, Room 2C858, Pentagon.

For the Director:

WILLIAM C. BANTA, JR.,
1st Lt., Air Corps,
Review Branch.

Incl.
Script
Ltr. fr Arthur Meyerhoff Co to
Radio Division Oct 9 43 (with orig. only)

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ARTHUR MEYERHOFF & COMPANY
Advertising Merchandising
Chicago - Milwaukee

October 9, 1943

Captain L. Lindow
Radio Division Bureau
Public Relations
War Department
Washington 25, D. C.

Dear Captain Lindow:

Thanks for your wire of yesterday clearing the "American Women" script for October 18th, with two changes.

We are enclosing two copies of the script for Tuesday, October 19th, featuring personnel and activities of the WAC stationed at Kellogg Field, Michigan.

I will appreciate your wiring us your approval as you did for the October 18th script, and then returning one of the copies with your approval noted thereon, together with any corrections.

Yours very truly,

RMSinger Jr
ct
enc.

P.S. All names in the studio dramatization portion of this script are fictitious except that of Captain Black. This was done due to the liberties taken with the story for dramatic purposes.

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EXTRACT

Program Title: "AMERICAN WOMEN" ON-THE-JOB SERIES

Wm. J. Wrigley Co.

* * * * * * * * *

Page 8:

LIEUT: (FILTER) ABSENTLY) Huh? What did you say, Serreant?

ALICE: (FILTER) Your ten degrees off your heading. (REGULAR MIKE) He corrected his course...and now his right wing was low. (FILTER) Pull up your right wing, Lieutennnt.

LIEUT: (FILTER) Right wing, right wing. Okay, okay.

ALICE: (REGULAR MIKE) He did what I told him. And now the nose of his plan came down. If he could only concentrate on his work! If he could only be more patient! (SAD CHUCKLE) Then I realized I'd better not lose my head. One thing an instructor needs is patience and ease. I called out to him...(FILTER) Your losing altitude too fast, Lieutenant. Pull up your nose. (REGULAR MIKE) He did nothing. I repeated. (FILTER) Your losing altitude too fast, Lieutenant. Pull up your nose. (REGULAR MIKE) He did nothing. I repeated. (FILTER) Your losing altitude too fast, Lieutenant. Pull up your nose. (REGULAR MIKE) No answer. His mind was somewhere in Europe. (FILTER) Pull 'er up! Lt. Jackson you'll be in a spin in a minute.

LIEUT: (FILTER) What did you say?

ALICE: (REGULAR MIKE) He wasn't listening. He hadn't heard a word. His plane was heading almost straight down. I hollered into the mike. (FILTER) Pull up your nose! Pull up your nose! (REGULAR MIKE) No response...I was talking to myself. I shut off the power... walked toward the link and opened the hood. He looked at me with a blank expression on his face.

LIEUT: Anything wrong, Sergeant?

ALICE: Anything wrong! Didn't you hear me?

LIEUT: Yeah...I heard you.

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Rewritten AFMAC 27 Oct
HMH/en/8791

28 Oct 1943

Mr. Edgar B. Davis
Shoreham Hotel
Washington, D. C.

Dear Mr. Davis:

This will acknowledge your telegrams to General Arnold and to me of October 28.

The active interest in the war effort displayed by patriotic citizens like you is greatly appreciated. I believe you will realize, however, that it is not possible for the Army Air Forces to grant the request you make.

Yours very truly,

/s/ BARNEY M. GILES,
Major General, U.S. Army,
Chief of the Air Staff.

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Admission to Air Room.

AC/AS, Intelligence

AC/AS, Plans

11/11/43 1
CMF/jw/5834

1. Arthur C. Carlson is now a member of the European Section, Operational Plans Division, Office of Assistant Chief of the Air Staff, Plans.

2. It is requested that his name be added to the list for regular admission to the Air Room and if passes are to be issued, one be issued in his name.

JOHN E. LEUTZENHEISER
Colonel, G.S.C.

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Yugoslav Request for 20 C-47 and 10 UC-61 Transport Planes

AC/AS, Plans, Operational Plans Div.

MAY 14 1945

AC/AS, Plans, Logistics Div. 1

Col Burgoyne/wz/71172

1. Attached is a message from Headquarters, MAAF, reference request of the Yugoslav Government for 20 C-47 transport planes. In addition to the 20 C-47's the Yugoslavs have requested 10 UC-61's.

2. Request this Division be advised as to the desirability from an operational viewpoint of furnishing these aircraft to the Yugoslavs.

Incl
CM-IN-11316
dtd 12 May 45

G. C. JAMESON
Brig. General, U.S.A.
Chief, Logistics Div.
Office of AC/AS, Plans

TO: AC/AS, Plans, Logistics Division

DATE MAY 15 1945

FROM: AC/AS, Plans, Operational Plans Division

COMMENT NO. 2
GHC/emm/6734

1. Concur in the view expressed in CM-IN-11316 (12 May 45) by General Cannon, with General McNarney's concurrence that it is highly undesirable to furnish aircraft to the Yugoslav Government at this time.

2. Even the public press has recently carried lengthy accounts of differences which have arisen between Marshal Tito and Field Marshal Alexander over the Istrian Peninsula area. Any decision to furnish aircraft to the Yugoslavs at this time would prejudice our political as well as our military position. Therefore, it is recommended that even if, at some future date, military considerations should present no objections to assignment of aircraft to the Yugoslavs, the political implications of the matter should be carefully explored and no such assignment made without approval of the State Department.

JOHN N. STONE
Colonel, GSC
Acting Chief, Operational Plans Division

1 Incl
n/c

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**Request for Exchange of UC-78 for UC-45**

AC/AS, Plans, Logistics Division — 26 March 1945

AC/AS, Plans, Operational Plans Division — DD/mar/72700 1

1. Reference attached routing slip request for further recommendations on exchange of subject aircraft, from a military air point of view, there appears to be no necessity for such exchange. This office, therefore, will not initiate recommendation for such an exchange.

2. However, from the same point of view, there is no objection to such exchange, and this office therefore would not object to a recommendation for exchange if initiated by some other interested Government agency or office.

Incl.
Routing slip w/attachment

JOE L. LOUTZENHEISER
Brigadier General, U.S.A.
Chief, Operational Plans Division

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AF HQ-12 HEADQUARTERS AAF

# ROUTING SLIP

| TO → OFFICE & INDIVIDUAL IN TURN | DATE FORWARDED |
|---|---|
| 1. AC/AS, Plans, Operational Plans Division | 26 March 45 |
| 2. | |
| 3. | |
| 4. | |
| 5. | |

FOR → FOLLOWING ACTION(S) AS CHECKED

| | | | | | |
|---|---|---|---|---|---|
| | COORDINATION | | NOTE AND RETURN | | INFORMATION |
| | NECESSARY ACTION | | RECOMMENDATION | | FILE |
| | SEE OR PHONE ME | | APPROVAL | | SIGNATURE |

COMMENT

Returned as per conversation between General Jamison and General Loutzenheiser for clarification of Comment No. 2 (the original to this R&R is still enroute through M&S). A separate R&R on this subject would be appreciated

C
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| FROM → | OFFICE & INDIVIDUAL | PHONE |
|---|---|---|
| | C.C. Jamison | 71127 |

3-218. AF Exec. 1 Aug 1944

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Request for Exchange of UC-78 for UC-45

TO: AC/AS, Plans, Logistics Division
THRU AC/AS, Materiel and Services

DATE 23 Mar 1945

FROM: AC/AS, OCR, Commitments Division

COMMENT NO. 8
RAE/cej/6676

One (1) UC-45 can be made available from AAF, April expectancies for allocation by the MAB to meet subject requirements.

GEORGE McCOY
Brig. General, U.S.A.

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**Request for Exchange of UC-78 for UC-45**

AC/AS, OCR — 20 March 1945
THRU: AC/AS, Plans, Operational Plans Division
AC/AS, Plans, Logistics Division — 1 WMB:mf/71172

1. A communication has been received from the State Department transmitting a request f om the Royal Yugoslav Prime Minister that the Cessna UC-78 assigned to King Peter by the Munitions Assignment Board be exchanged for a Beechcraft UC-45. The cablegram states, in part, as follows:

* * * )

"The aircraft has a small payload and not a very long range.....the C-45 would be of much greater use for personal contact between His Majesty and his Regents."

"I have been informed that a number of Cessna C-78 have lately been involved in various mishaps and I am not very happy that His Majesty should fly in a machine about which any uncertainty exists."

2. It is requested that:

a. AC/AS, Plans, Operational Plans Division submit a recommendation as to their view of this request from an operational standpoint.

b. Giving consideration to Operational Plans Division comment, AC/AS, OC&R submit a recommendation from the standpoint of the availability of one UC-45 aircraft.

G. C. JAMISON
Brigadier General, U.S.A.
Chief, Logistic Division
AC/AS, Plans

AC/AS, OC&R — 21 March 1945
AC/AS, Plans, Operational Plans Division — 2 RWB/mc/5834

No objections, from operational standpoint, to exchange of the aircraft mentioned in the foregoing comment, provided the Beechcraft UC-45 requested is available.

JOE L. LOUTZENHEISER
Brigadier General, U.S.A.
Chief, Operational Plans Division

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Relationship of Military Authorities and UNRRA in
OPD 334.8 UNRRA (14 Feb 45) Balkans - Terms of Service of UNRRA Personnel.

CG,ASF OPD,WDGS 14 Feb 45 1
Lt. Col. Sladen 74974

srb

1. The Combined Chiefs of Staff, on 12 February 1945, approved the recommendations in CCS 552/7 (Washington) and the message to the Supreme Allied Commander, Mediterranean, was dispatched as FAN 490.

2. The inclosed copy of CCS 552/7 is forwarded for your information.

3. By memorandum, copy of CCS 552/7 has been forwarded to CG,MTOUSA for his information.

FOR THE ACTING ASSISTANT CHIEF OF STAFF, OPD:

C. H. BONESTEEL, III
Colonel, GSC
Acting Chief, Policy Section

Incl
Cy No 79 CCS 552/7

Distn
Cy No 80 CCS 552/7 to CG,AAF ✓✓
Cy No 81 CCS 552/7 to CAD
Cy No 82 CCS 552/7 to AC/S, G-4
Cy No 83 CCS 552/7 to AC/S, G-1
Cy No 84 CCS 552/7 to Budget Division

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COPY NO. 80

C.C.S. 552/7
(WASHINGTON)

7 February 1945

COMBINED CHIEFS OF STAFF

RELATIONSHIP OF MILITARY AUTHORITIES AND UNRRA IN BALKANS - TERMS OF SERVICE OF UNRRA PERSONNEL

References: C.C.S. 552/3 and 552/4

Report by the Combined Civil Affairs Committee
(on its own initiative)

1. By letters dated 18 November 1944 and 19 November 1944, respectively, (Appendices "B" and "D" to C.C.S. 552/3), the United Nations Relief and Rehabilitation Administration (UNRRA) and Supreme Allied Commander, Mediterranean (SACMED) were notified as to the conditions of service on UNRRA personnel (including members of voluntary societies serving in the Balkans at the request of the military authorities).

2. In paragraph 1 d of the above conditions of service (Appendix "A" to C.C.S. 552/3) it was stated that "the application of this agreement to personnel of Greek and Yugoslav societies will be the subject of a supplementary clause or clauses to the agreement".

3. It is desirable that the conditions of service of UNRRA personnel serving in the Balkans should be completed by notifying SACMED and UNRRA of the extent of the application of the conditions of service to personnel of Greek and Yugoslav societies. Since the activities of UNRRA as agents of the combined military authorities may extend to Albania, it is further desirable that the new clause of the conditions of service should cover Albania as well as Greece and Yugoslavia.

4. It is considered that the position can be clarified by notification to SACMED and UNRRA that the conditions of service



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approved in C.C.S. 552/3 (see C.C.S. 552/4) should be amended to include in lieu of the last sentence of paragraph 1 d the following sentence:

> "These conditions (subject to the reservation in paragraph 3 d) shall apply to Greek, Yugoslav and Albanian voluntary society workers only if employed as members, original or otherwise, of teams or units of voluntary societies formed and taken into the Balkans with previous approval of the military authorities to serve under UNRRA, which is the agent of the military".

5. The suggested amendment is acceptable to UNRRA.

6. The Combined Civil Affairs Committee recommends that the Combined Chiefs of Staff approve the amendment to the conditions of service as set out in paragraph 4 above and transmit the amendment to SACMED and UNRRA as set out at Enclosures "A" and "B" respectively.



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ENCLOSURE "A"

D R A F T

CABLE TO SACMED

By letter from the Combined Chiefs of Staff dated 19th November 1944 you were notified of the conditions of service of UNRRA personnel (including members of voluntary societies) serving in the Balkans at the request of military authorities during the period of military responsibility.

In paragraph 1 d of the conditions of service notified to you it was stated that the application of this agreement to personnel of Greek and Yugoslav societies would be the subject of a supplementary clause or clauses.

The Combined Chiefs of Staff have decided that the conditions of service notified to you as stated above should be amended as follows:

For the last sentence of paragraph 1 d shall be substituted the following sentence:

"These conditions (subject to the reservations in paragraph 3 d) shall apply to Greek, Yugoslav and Albanian voluntary society workers only if employed as members, original or otherwise, of teams or units of voluntary societies formed and taken into the Balkans with previous approval of the military authorities to serve under UNRRA which is the agent of the military".

This amendment to the conditions of service has been agreed by UNRRA.



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ENCLOSURE "B"

D R A F T

LETTER TO DIRECTOR GENERAL OF UNRRA

By letter dated 18th November 1944 you were notified of the agreed conditions of service for UNRRA personnel serving in the Balkans at the request of military authorities during the period of military responsibility for relief and rehabilitation in that area.

In paragraph 1 d of the conditions of service it was stated that the application of conditions to personnel of Greek and Yugoslav societies would be the subject of a supplementary clause.

The Combined Chiefs of Staff have approved the substitution of the following sentence for the last sentence of paragraph 1 d of the conditions previously notified to you:

"These conditions (subject to the reservation in paragraph 3 d) shall apply to Greek, Yugoslav and Albanian voluntary society workers only if employed as members, original or otherwise, of teams or units of voluntary societies formed and taken into the Balkans with previous approval of the military authorities to serve under UNRRA which is the agent of the military".

It is understood that this amendment has been discussed with representatives of the Administration and is agreeable to you. It is requested that you will confirm your agreement.



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[redacted] BY AUTHORITY OF C. OF S, OPD

OPERATIONS DIVISION

Date ..... Initials .....

OPD 336 Bulgaria (9 Nov 44)

AEP-30

Allied Joint Military Mission for Bulgaria

X G-2

10 Nov 1944

X Information

1. Enclosed for your information is a copy of a letter from the Joint Chiefs of Staff to the Secretary of State dated 9 Nov 1944, informing the latter of the instructions dispatched to CG, USAFMTO 8 Nov 1944, in radio message W-59499 (CM-OUT 59499, 8 Nov 1944) regarding American participation in the Special Joint Military Mission for verification of withdrawals of Bulgarian troops and officials from Greek and Yugoslav territory.

2. Reference made by Secretary, Joint Chiefs of Staff, in the above mentioned letter to the State Department, to letters dated 26 October and 30 October 1944, relate to JCS 1128 and 1128/1. The action referred to in paragraph 1 above is recorded in JCS 1128/2.

CLYDE L. JONES,
Lt. Colonel, G.S.C.

DON Z. ZIMMERMAN
Colonel, G.S.C.,
Chief, Policy Section

J. E. HULL
Major General
Assistant Chief of Staff.

1 Incl: Ltr fr JCS to Sec of State 9 Nov 44.
Distr: Ltr fr JCS to Sec of State 9 Nov 44 to CAD, G-1, and CO,AAF.

THIS COPY TO CG,AAF

arb

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THE JOINT CHIEFS OF STAFF

WASHINGTON 25, D. C.

9 November 1944.

The Honorable
Cordell Hull,
Secretary of State,
Washington, D. C.

My dear Mr. Secretary:

Reference is made to the Joint Chiefs of Staff letter of 26 October 1944 and the memorandum from the Department of State dated 30 October 1944 regarding American participation in the special joint military mission for the verification of withdrawals of Bulgarian troops and officials from Greek and Yugoslav territory.

In the absence of detailed information concerning the composition of the British and Soviet contingents to the Allied Joint Military Mission for Bulgaria, the Joint Chiefs of Staff forwarded on 8 November 1944 instructions to the Commanding General, U.S. Army Forces, Mediterranean Theater of Operations. A paraphrase of those instructions is enclosed for your information.

Sincerely yours,

For the Joint Chiefs of Staff:

(Signed)

A. J. McFARLAND,
Brigadier General, U.S.A.,
Secretary

Enclosure.

Copies to:
A.C.S., OPD
Aide to Cominch

(J.C.S. 1128/2 as amended - Approved 8 Nov 44)

[redacted]

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ENCLOSURE

PARAPHRASE OF MESSAGE TO COMMANDING GENERAL, U.S. ARMY FORCES, MEDITERRANEAN THEATER OF OPERATIONS

The Joint Chiefs of Staff have received no further information regarding the composition of the British and Soviet contingents which would assist you in the formation of the U.S. contingent.

Present indication that Soviet and British groups have already proceeded from Sofia on a mission without U.S. representation necessitates early action on the part of the United States to join with British and Soviets before the mission has been completed.

Send a general officer and other military personnel as required from your theater without delay to make contact with the Soviet commander and the British contingent headed by General Oxley. The composition of the British group and their proposed itinerary, if obtainable from Supreme Allied Commander, Mediterranean, (General Wilson) should govern the size of the U.S. group and will be the guide for you in issuing travel instructions and other necessary details. Time is now of the essence since withdrawal of Bulgarian armed forces and officials from the territory of Greece and Yugoslavia is to be accomplished within 15-day time limit in accordance with pre-condition accepted by Government of Bulgaria on 28 October 1944.

Your theater is expected to supply all United States personnel. Grades of officer and enlisted personnel will be as considered appropriate by you.

The membership and composition of the Allied Control Commission for Bulgaria will be a separate and distinct subject.

The purpose of this mission is to verify that the Bulgarian Government has withdrawn its troops and officials from occupied Greek and Yugoslav territory under the conditions accepted by the Bulgarian Government. The United States representatives should proceed with the least practicable delay to join with the Soviet and British representatives on the mission with full authority to represent the United States in conjunction with Soviet and British contingents to see that the Bulgarian withdrawal is accomplished. You understand, of course, that Allied Joint Military Mission is under chairmanship of Soviet representative.

The Joint Chiefs of Staff will be notified when U.S. group departs from your Headquarters and a report of their accomplishment will be rendered when the mission is completed. You are authorized to communicate direct with the head of the U.S. Military Mission in Moscow on any details requiring his assistance in Moscow.

End.

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U. S. ARMY AIR FORCES
HEADQUARTERS, AIR TRANSPORT COMD.
MESSAGE SECTION

INCOMING CLASSIFIED MESSAGE

FROM: CASABLANCA

TIME AND DATE FILED: 060941Z JANUARY 45

TO: CGATC WASHINGTON

IN REPLY CITE: NAFD 345P

TO: CGATC FOR GEORGE PERSONALLY

FROM: SHERRY SED STOWELL

Evacuation of Cosmopolite Hotel was made by ATC afternoon of 3rd January as result notification by Elas that adjoining building would be blown up. Truce was arranged with concurrence of British to permit ATC personnel to leave. Ensuing explosion blew large hole in wall of hotel with British and Elas forces pouring in immediately thereafter and engaging in battle which resulted in General Scobie's soldiers seizing the building. Temporarily our personnel in American Embassy adequately billeted.

Already noted by Gen Hunter George in Memo from Gen George

File Gmb

ATC CM-IN X0985

Copy #1-5

In accordance with Par. 50 AR 380-5, 15 March 1944, the making of an exact copy of this message is forbidden. Only such extracts as are absolutely necessary will be made and properly classified. This copy will be safeguarded with the greatest care and will be returned to the AFATC MESSAGE SECTION, without delay.



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RETURN THIS RECEIPT IMMEDIATELY TO:
Major Julian B. Stevens
Hq ATC
Room G-[illegible], Gravelly Pt

POSTAL
Registry No.

Date 8 Jan 45

Serial No. / File No. / or Subject: WAFD 345P X0985 (FROM CASABLANCA) dtd 6th Jan 45

with: no inclosure(s)

no indorsement(s)

Addressee: Maj Gen Kuter
Asst Chief of Air Staff, Plans
Room 3E-1078
Pentagon Bldg.

NOTE.—Sheet 2 (addressee's copy) to be retained by addressee.

(DUPLICATE)

W. D., A. G. O. Form No. 996, 16 July 1943 (See AR 380-5). CLASSIFIED DOCUMENT RECEIPT 16-35304-1

U R Dempsey Capt AC

1128

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Commendation - Major J R McPherson 25 Jan 1945

(1)AC/AS Plans, Operational Plans Division
(2)AC/AS Personnel, Military Personnel Division Comment No. 1
JZM:dnf 5264

AC/AS, Intelligence

The attached correspondence is forwarded for your information.

/s/ E. N. Low
Major, AC

Incl:
Ltr fr MA Greece
dtd 8 Jan 45 w/1st Ind

for ROBERT C. LOWE
Lt Colonel, Air Corps
Chief, Liaison Branch
Office of Asst. Chief of Air Staff,
Intelligence

TO: AC/AS, Personnel, Military Personnel Division Date:

FROM: AC/AS, Plans, Operational Plans Division Comment No. 2
BJG/mc/5834

Noted.

Incl: n/c

JOE L. LOUTZENHEISER
Brig General, U.S.A.
Chief, Operational Plans Division



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EMBASSY OF THE
UNITED STATES OF AMERICA
OFFICE OF THE MILITARY ATTACHE

Athens, Greece,
8 January 1945.

SUBJECT: Commendation.

TO: Chief, Military Intelligence Service,
War Department, Washington, D.C.

1. The importance of establishing the USAAF airport at Eleusis can hardly be over-emphasized; its value will become more apparent as American activity increases in CBI---the more especially when a mass transfer of planes from the European to the Far Eastern theater will begin.

2. Early in November 1944, AAFBU No. 1269, Major Joe R. McPherson, Commanding, arrived in Greece and commenced with the restoration and development of the airport at Eleusis, and established administrative offices in Athens for carrying on this work, and for operating an air schedule on the Athens, Cairo, Bari circuit. This programme was progressing satisfactorily until hostilities broke out between ELAS and British forces.

3. As outlined in Report No. 137, dated 6 January 1945 (from this office), the ATC Detachment in Athens (quartered in the Hotel Cosmopolite) was in danger from incessant fire from snipers, machine-guns, and trench-mortars, and was under the added jeopardy of being blown-up or burned-out as adjoining buildings were dynamited or set on fire; egress and ingress to the Hotel were particularly hazardous. During this same period (lasting over a month), the Detachment at the Eleusis airport carried on work under the constant threat of being attacked by the ELAS 2nd Division----some 6,000 strong.

4. During all this time, both these Detachments managed to keep on a reasonably friendly basis with both British and ELAS under manifold difficulties, thereby displaying much tact, resourcefulness, and good judgment on the part of the Commanding Officer and his commissioned personnel; and all ranks evinced high morale, courage, and a disregard of danger, in such a way as to reflect great credit upon the USAAF and the U.S.Army as a whole.

5. In connection with the opinions expressed in the paragraph next above, attention is invited to cable No. 179 from Ambassador Lincoln MacVeagh to the Department of State, dated 23 December 1944.

/s/ Sterling L. Larrabee,
STERLING L. LARRABEE,
Lt Colonel, G.S.C.,
Military Attache.

MID 210.68 Greece 1st Ind. MIS,SC,FB,
KW/5044/jm

Military Intelligence Service, War Department, Washington 25, DC, 23 Jan 45.
To: Commanding General , AAF, Headquarters, AAF, War Department, Washington, DC.

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AFRDL
Lt Col Rouse/ek/4627
17 February 1945

(12)

22 FEB 1945 [redacted] authority of CG AAF

Date Initials

Major General Jacob E. Nickel
Director, AAF Evaluation Board, ETO
APO 887, c/o Postmaster
New York City, New York

Dear Jake:

There has been a great deal of controversy as to the effectiveness of our third phase tactical air operations (close-in cooperation with the Ground Forces). It has been proposed here that we send a special group to the ETO to investigate this particular problem and to render a report which will be the basis for evaluation in this Headquarters of the effectiveness of this particular type of air activity in Europe. I do not believe that this is either wise or necessary as the War Department directive which authorized your Board covered this among other subjects.

I realize that you have been very occupied with your railroad (isolation of the battlefield) study. However, I would appreciate your advice as to whether or not you feel your Board can conduct such a study at this time on that phase of air activity dealing with attacks against enemy troops, materiel and installations immediately in front of our Ground Forces, and when we might expect the reports.

This study is particularly applicable at this time as it is the phase of air activity which is highlighted during landing operations and reports received from the Pacific have indicated that we may not be up to the efficiency of the Navy in this particular type of air activity. What I desire is a complete appraisal of our methods of conducting this particular type of operation with recommendations as to the efficiency of such methods from the Ground and Air Forces point of view and as to how we can improve these methods, procedures, or operations. The reports should serve to emphasize the necessary difference in such operations between areas where the battles are between large armies on large land masses and areas where the battles are a succession of island hopping campaigns with third phase operations concentrated into a relatively small area for a short period of time.

Sincerely yours,

Signed

BARNEY M. GILES,
Lieutenant General, U. S. Army,
Deputy Commander, Army Air Forces and
Chief of Air Staff

22 FEB 1945

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HEADQUARTERS
UNITED STATES STRATEGIC AIR FORCES IN EUROPE
OFFICE OF THE COMMANDING GENERAL
APO 633

[redacted]

AGO 8 CGC USSTAF
DATE 16 JAN 1945
INITIALS:

14 January 1945

373.2
Major General L. S. Kuter
Asst. Chief of Air Staff, Plans
Headquarters, Army Air Forces
Washington, D. C.

Dear Larry,

I was very interested in your letter about Professor Zuckerman's Bomb Analysis Unit's preliminary report on "The Effects of the OVERLORD Air Plan to Disrupt Enemy Rail Communications".

From a study of the above-mentioned report, it appears only to evaluate the great bombing effort expended on marshalling yards and rail center attacks by graphing the disruption of the enemy rail system rather than an effort to evaluate the comparative effects of various types of attack. Even a preliminary report should not attempt to draw conclusions without considering, as a basic requirement, the ratio of effort expended to results achieved. In this case, no mention is made of tons of bombs or plane sorties directed against marshalling yards, rail centers, bridges, open lines, tunnels, etc. It is universally admitted that the attack on the French communication system caused a wide-spread paralysis; the question is whether an equivalent state of paralysis could have been achieved with less total effort by a different distribution of effort against the various types of targets within the target system. The data required for such an evaluation appears to be available but the interpretation of the data omits these considerations.

It will be interesting to see how this preliminary Bombing Analysis Unit's report agrees with the forthcoming final report. Also, and more important, how the report to be submitted by the U. S. Air Evaluation Board differs from the report under discussion.

The integration which has been in effect between the target team sections of the British Bomb Analysis Unit and Pickel's AAF Evaluation Board, pertains only to the gathering of data; the conclusions drawn from such data are individually ascertained and they may or may not coincide.

This integration has been advantageous in many ways but one disadvantage, as you mentioned in your letter, is the implica-



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tion that the Bomb Analysis Unit can speak for the Evaluation Board. From past experience, I have been aware of this possibility, or even probability, and have stressed the point in my contacts with General Fickel, and I think that he and other guiding members of the Board, such as Mr. Ball, are aware of the situation.

I agree with you that no action should be taken on this preliminary report until after the Air Evaluation Board's forthcoming report has been studied. I wish to interfere as little as possible with the Board's operation but I am anxious that its reports make the maximum use of available data in the evaluation of our past employment of air power so that the facts revealed may serve as a guide for future operations.

Sincerely,

Tooey

CARL SPAATZ,
Lieutenant General, USA,
Commanding.



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INFORMAL SUMMARY OF ACTIVITIES OF AAF BOARD ETO
BY MR. A.E. STEVENSON ON HIS RETURN TO THE U.S.

Projects:

First organized field teams to inspect physical damage to selected targets.

General Fickel led first team--purpose was to ascertain requirements, gain first-hand knowledge of problems, then to make scientific appraisal of results of air operations. All this explained in Report No. 1

1. Field Team Reports have been completed on more than 40 targets of following categories:

   Railway centers (M/Y)
   Railway bridges
   Highway bridges
   Railway junctions
   Track cuttings

   Air fields and depots

   Manufacturing plants

   All these were targets inspected by AAF Evaluation Board teams. List attached.

   These reports have been reproduced in quantities required for distribution. Only presently have the reports been reproduced because of limitations of Reproduction facilities.

2. Have completed a study of Fighter escorts and and strafing tactics, as developed by Eighth Fighter Command. Report being reproduced. Copies have been requested by Eighth Air Force Fighter Commanders.

Joint Evaluation Board - BAU Projects

1. La Havre Area

   Coastal Batteries
   Land Batteries
   Crossbow (Flying Bomb) Sites
   Close support operations

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2. St Malo

Coastal defenses and forts at Ile de Cezembre and Citadel

3. Calais

Coastal Batteries
Study of effect of Rockets (used extensively by RAF in this area)
Area bombing in support of Ground Forces

4. Caen Area

Coke ovens
Steel mill
Tank concentration

5. Wutten

Heavy concrete installation

Investigation foregoing projects near completion. Reports in process of assembly.

Proposals to be Undertaken by Evaluation Board
Preliminary note already begun

1. Investigation of effectiveness of close support by Heavy Bombers at

Metz
Duven
Julich
Bischweiler

2. Tactics and technique (Heavy Bomber)- Eighth Air Force

3. Tactics and techniques developed by Ninth Air Force

Evaluation Board visualizes its role, as Strategic Bomb Survey gets into action, to be less that of field inspection of Targets and more that of following Tactical Air operations.



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Present thinking includes surrender of some of Engineer and Ordnance Officers for work with Survey, to be replaced by Eighth and Ninth Air Force tacticians and tactical research personnel.

Have indicated to Capt Hewitt that my plan of approval would be

1. Have General Pickel introduce him to C/S, Ninth Air Force
2. Explain our mission to C/S, that mission to be:

   a. Periodic report on routine operations, such as armed reconnaissance, etc., indicating techniques employed, results accomplished.

   b. Report on any special operation, indicating purposes sought to be accomplished, why undertaken, what forces used, tactical plan, results accomplished.

   c. Would maintain close contact with Air-Ground liaison officers

   d. Would like to record views of Air Force and Ground Force Commanders on various types of air support

   e. Report on system of screening requests for Ground support

   f. Record any suggestion by Air Forces as to how they might improve their support assignments or any comment might make as to what, if anything, in present arrangements may impair fullest assistance

   g. Would maintain closest touch with Op. Research Dept.

   Etc. etc.

3. Would then make similar contacts with Tactical Air Commands and Ground Force Headquarters.

4. Would have reports reviewed by air forces.

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AAF EVALUATION BOARD
C/o Hq. USSTAF, Main
APO 633, c/o U. S. Army

8 December 19[illegible]

MEMORANDUM:

TO: Captain Lofton O. Wells, Report Processing Section

1. The following list is the name of the targets which have been inspected by Field Teams of this organization, and for which Target Team Reports have been completed:

| | | |
|---|---|---|
| a. | Folligny | M/Y |
| b. | Pontaubault | Railway bridge |
| c. | Dol to Rennes | M/Y and Depot |
| d. | Fougeres | M/Y |
| e. | St. Hilaire | Railway bridge |
| f. | St. Malo | Citidal |
| g. | De La Roque | Road bridge |
| h. | Hyenville | Railway bridge |
| i. | Bueil | M/Y |
| j. | Merey | Railway bridge |
| k. | Breval | Railway tunnel |
| l. | Louviers | M/Y |
| m. | Le Bourget | Airfield |
| n. | St. Cyr | Airfield |
| o. | Gennevilliers | Oil Storage |
| p. | Trappes | M/Y |
| q. | Orleans/Bricy | Airfield |
| r. | Villacoublay | Aircraft factory |
| s. | Beaumont sur Oise | Airfield |
| t. | Brest | Sub Pens, Mil. Instal. |

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| | | |
|---|---|---|
| u. | Nugny | Oil Storage |
| v. | Versailles/Matelots | Locomotive Depot |
| W. | Les Mureaux | S.N.C.A.N. A/C factory |
| x. | Citroen Automotive Wks | Automotive Works |
| y. | Caen | Town |
| z. | Carentan | Town |
| aa. | Cerences | Town |
| bb. | Granville | Town and M/Y |
| cc. | Gavray | Town |
| dd. | Isigny | Town |
| ee. | Montebourg | Railway bridges |
| ff. | St. Lo | Town |
| gg. | St. Sauveur le Vicomte | Bridge |
| hh. | Valognes | Railway cuttings |



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AFRE/Date /Initials
Lt Col Rouse/mlb/73045
15 Nov 1944

SUBJECT: AAF Board Project No. 400803T3.1 dated 14 October 1944

TO : The President, Army Air Forces Board
Orlando, Florida

1. The recommendations and conclusions of the Proving Ground Command and the Army Air Forces Board contained in the above report are concurred in.

2. No action will be taken to implement these recommendations and conclusions at this time.

3. With respect to Paragraph 2 d. of the Army Air Forces Board conclusions, Navy airborne SW radar will not be available until March of 1945. Furthermore, this radar set was designed to operate over water and has shown very poor characteristics in operation over land.

4. For your information the latest information received in this Headquarters as respects the German V-2 rocket is as follows:

a. German V-2 rocket launching sites usually consist of three (3) firing points, each of which is a flat concrete slab on which is placed a metal table. The rockets are then placed on top of the metal table in a vertical position and fired electrically from a nearby protected firing point. The launching sites are normally located on or immediately adjacent to a road and are usually surrounded by woods or trees to afford concealment. It can be seen from the above that the launching sites are of such simple construction that knocking them out would not seriously interfere with the launching of rockets.

b. The rockets have the following characteristics:

(1) Length - 45 ft. 10 in.

(2) Maximum diameter of body - 5 ft. 6 in.

(3) Maximum diameter of fins - 11 ft. 11 in.

(4) Weight empty - 4 ½ tons (including warhead)

(5) Weight loaded - 13 ½ tons

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(6) Six (6) vehicles are normally associated with each rocket to transport it, fuel and necessary loading apparatus.

(7) The rockets are loaded at the firing points in firing position.

(8) Rockets are powered by liquid oxygen and hydrogen peroxide.

5. It appears that the rockets are brought to a point fairly close to the launching site by rail and are then transported by the six (6) vehicles mentioned above to the launching sites. It therefore appears that the most feasible method of disrupting the launching of the V-2 rocket is to:

a. Knock out critical points on rail lines leading into the launching area.

b. Knock out critical points on roads leading to the firing area.

c. Maintain an armed reconnaissance of the firing area both day and night under all conditions of weather in order to attack rockets and associated equipment and supplies while being moved from railheads to launching sites and while being prepared for firing at the launching sites.

6. The completion of the Board projects on night and bad weather bombing is essential to enable the countermeasures indicated in Paragraph 5 above to be taken. Therefore, every effort should be made to expedite the completion of these projects and to forward the results to the European Theater of Operations through this Headquarters.

By Command of General ARNOLD:

AFRDQ/T AFRDQ AFAXP AFASC AFRBC AFDCR

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WAR DEPARTMENT
OFFICE OF THE SECRETARY
WASHINGTON, D. C.

7 November 1944.

MEMORANDUM FOR: General Kuter.

Attached for your information is a copy of a letter I recently received from Dr. David T. Griggs, Advisory Specialist Group, USSTAF, which I believe you may be interested in reading.

Edward L. Bowles.
Edward L. Bowles.

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HEADQUARTERS
UNITED STATES STRATEGIC AIR FORCES IN EUROPE
ADVISORY SPECIALIST GROUP
APO. 633.

17 October, 1944.

Dr. E. L. Bowles,
Expert Consultant to the Secretary of War,
Room 4E936, Pentagon Building,
WASHINGTON, D. C.

Dear Ed,

During the rapid advance of our Armies across France, radar played a relatively small role. The weather was good, the day to day movement of our forces was fantastically fast and uncoordinated, and the radar sets in general lacked sufficient mobility and organic transport to keep up with the very front lines, the air fields at which the fighter-bombers were based were distant from the battle front, communications were always poor and often lacking, targets for the fighter bomber attack were out of range for fighter control sets even had they been at the very front, because of the prevailing good weather and good visibility close support aircraft were almost always able to navigate to their target or to the rendezvous with the columns for which they were providing support; hence radar aid to navigation was not vital. Because of the fluid nature of the war, targets were very largely targets of opportunity, discovered by the eye and bombed almost immediately. Missions thus were not of a type which lend themselves to detailed operational planning or to close control from ground stations because of the difficulty of communication and because of the ability of the pilots to pick out their own targets with greater efficiency than could anybody on the ground.

The prevailing notion over here is that our Armies stopped at the border of Germany not primarily because of materially increasing resistance but because of the failure of our supply lines. In short, Patton ran out of gas. The 584's ran out of gas. The MEW was short. And so it goes. The MEW did, however, render yeoman service primarily in plotting the motion of enemy aircraft and controlling interception, or in some cases action against enemy aircraft on the ground. The 9th. TAC MEW is credited with the destruction of approximately 160 enemy aircraft from D day until the first of September. The 584's lagged behind the front lines further than need be. I am told, however, that the situation was such that even had they been at the front lines or with our advance elements, targets would have presented themselves only rarely.

In general, the situation was that the Germans would



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leave behind small rear guard detachments and would try to move the bulk of their army and other equipment on roads ahead of our advance elements 50 - 100 miles from our front. This presented targets of opportunity but they were fleeting targets and plans for attacking them could not be laid hours in advance. They were discovered almost entirely by tactical reconnaissance aircraft and by armed recce. As you know, Tac R aircraft are unarmed P-51's and P-38's equipped for visual reconnaissance and photography. Their defense is purely speed and manoeuverability deriving from their light weight. Armed recce, on the other hand, is the term applied to normal fighter-bomber aircraft bombed up and loaded with ammunition, which are dispatched to cover a specified area and to attack what they find immediately calling in to Fighter Control Center by radio to report targets which they have discovered that are beyond their own power to cope with. In only a few isolated cases, such as the Falaise pocket and the motor vehicle concentration south of the Seine, was there a sufficiently stable situation to permit planing of missions more than an hour or two in advance. In the Falaise pocket the 584's were moved up into position and they performed four night missions. Even here movement of the ground troops was so fast that on most of the occasions when the aircraft were vectored to a target and they dove to attack, they were warned by flares from the ground that they were attacking our own troops.

This whole phase of the campaign is a tribute to the visual acuity and the individual initiation of the fighter pilots of the Ninth Air Force. They were for the most part quite on their own. Very small control was exercised by the Fighter Control Center. The predominant exception being attack on enemy aircraft. Perhaps 30% of their missions were directly controlled from the ground by the air support party officers but here again the ultimate recognition of the target was entirely visual by the pilots. Over and over again German prisoners have testified to the hawk-like vision of the American fighter pilots.

The weapons of this warfare were: First and foremost the machine gun. The eight 50 cal. guns on the P-47 comprise a weapon of terrific destructive power. They were all that was needed to cope with light artillery installations, mortar positions, motor vehicles, horse drawn artillery, and occasionally they even got medium tanks. Favorite ammunition is the armor piercing incendiary. The weapon of second potential importance in destructive power is the high velocity rocket of Lauritsen. This is ideal against tanks, pill boxes, heavy gun positions and other specialized targets where accuracy and penetrating power of a medium-size charge is the best destructive factors. The third weapon is the 500 lb. GP bomb dropped from various altitudes and various angles of dive all the way from a high angle 3-4000 ft release on well defined



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objectives down to low-angle skip bombing on less well defined objectives. This weapon was particulary effective against concentrations of tanks, defended positions, railroads and bridges for which it has no substitute. You will see, I have listed these in order of decreasing number of rounds that can be carried as well as in order of decreasing accuracy. Much can be done to make bombing more accurate but it will never take the place of machine gun fire for the reason that you can only carry two bombs and there are many targets which are very vulnerable to machine gun fire and on which it is not profitable to waste a bomb. Although the average bombing accuracy of the fighter bombers is set at approximately 750 feet by Larry Taylor, this appears not to be a Gaussian distribution and actually there is quite a lot of very accurate bombing which is why it is possible to destroy individual tanks and gun emplacements. This does not meet the eye and is one thing that radar must compete with if we are to try to replace visual bombing by blind bombing. The other thing is the pilot's individual ability to locate targets visually since this is the only way we have of finding the bulk of the targets.

The situation is now quite different. The lines are more stabilized, the opposition at the front is heavier, the weather is worse, communications are better, things move slowly enough so that planning in advance is possible and the commands and crews are more experienced in the use of radar. In the everyday operations of the Tactical Air Commands, radar is now playing an important role. Often nowadays the fighter bombers go out only to find themselves over 3-7/10 cloud cover in the target area. If they fail to navigate to their rendezvous point or to their target in the first sweep they frequently get lost and fail to locate their ground control unit or their pre-arranged target. The radar control personnel is now bringing to a rather high state of perfection an opportunist operating procedure. Both MEW and 584's receive the daily field orders. They know what missions to expect and approximately when. They know the call signs of the airplanes and of the ground control parties. They know the coordinates of preassigned targets. They are now very largely concerned with plotting these individual flights as they come into the target area. By watching the tracks and listening to the VHF, it is readily possible to determine whether the fighters have navigated properly to their area, whether they have made visual contact with the ground control teams, and whether they have discovered their targets. In an increasing number of cases one of these three things is not achieved within a reasonable time. If at the end of 5 or 10 minutes the mission has not gone as planned, the MEW or 584 will break into the VHF channel and ask the fighters if they need help. In an increasing number of



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cases the fighters willingly admit their need. The MEW and/or the 584 then takes over and vectors them to the target area. For this purpose the 584 has proven to be much the most useful piece of equipment because of the fact that it keeps a constant plot of the position and track of the aircraft. I will illustrate some of the points I have made here by stories later on. Another feature of the present war is that night movement by the Germans is playing an increasingly important role as is night-fighting, primarily artillery fire. The desirability of having aircraft under the control of the tactical air commands available to throw into a tactical situation at night is becoming increasingly apparent to all concerned. I will detail to you later how this problem is being approached.

Now a word about the general Army situation on the Continent. You must take everything that I say here as subject to confirmation since with the dispersal of commands and the difficulty of communications, it is hard for any of us kibitzers to get the real picture of an organization which is changing so rapidly that one almost is forced to the opinion that no one person really comprehends the organization in existence at any one time.

The 9th. Army has now taken its place in the front and is supported by the 29th. TAC under the command of General Nugent, whom you will remember from the anti-submarine days and who remembers you cordially. The 6th. Army Group has, of course, been in full operation on this front for a considerable time. It is composed of the 2nd. French Army and the 7th. American Army, and is supported by the 12th. TAC of Gordon Saville, which is now under the Ninth Air Force.

The basic unit of each of the TAC's is now five fighter-bomber groups. In addition to this, Gordon Saville now has two groups of French operated B-26's. His situation is a little confused because he has three French fighter wings and two American fighter-bomber groups instead of the normal five groups. Opie Weyland has in the 19th. TAC a squadron of A-20's equipped for night photographic work, nine of which Edgerton had fitted with his flashlights. Pete Quesada has, in addition to the five groups, two P-38 groups which are used as fighter-bombers, high-level precision bombers with drop-snoots, escort for the Eighth Air Force, and night intruder missions. He has also one squadron of P-61's (so also does Weyland now, I believe). Each tactical air command is to have a tactical reconnaissance group and at least the 19th, 12th, and 9th. now have these groups in operation. There is some talk of providing one group of A-20's to each tactical air command for night intruder missions.

The Eighth Air Force is still operating entirely from the UK and so far as I know there is no plan to move over



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even their fighters for some several months. Their MEW will, however, be moved over within a few weeks, communications permitting, to a site between Brussels and Liege where the normal range of control of fighter bomber rendezvous and figther interceptions will extend to Osnabruck, Kassel, Frankfort and Mannheim. Their range with 10 cm beacons in the fighters will include Hannover, Gotha and Stuttgart.

AEAF has dissolved, as you know, and Sir Trafford Leigh-Mallory has gone to Asia. The bulk of the personnel of AEAF has been transferred to the newly established air section of SHAEF, which will perform much the same function at the SHAEF level as it formerly did as AEAF. It is my understanding that USSTAF will still control directly the operations of the American Strategic Air Forces. There is another new change in the wind which is the establishment of a provisional air force working with General Devers' 6th. Army Group. This is dictated by the policy of having a tactical air force to work with each Army Group. At the moment there is no high level representation of the Ninth Air Force Headquarters with the 6th. Army Group. I understand that General Hoyte is to command this and that it will be composed of two tactical air commands one American and one French, and a bomber command.

The tactical air command is being forged into a real instrument for close cooperation with the armies. The control of operations is completely decentralized to the four TAC's, each of which operates in juxtaposition with an Army headquarters. Missions are planned with complete cooperation between the ground and air officers, and it seems to me that the harmony of action is growing every day. The types of missions that they engage in I will list with an attempt to classify them in order of decreasing priority (at the moment).

1. Armored column support, as I have described to you in previous letters, in which fighter-bombers rendezvous with a tank force and hit targets either designated by the air support party of four or ones of immediate military importance to the tank force which the fighter-bombers discover themselves.

2. Isolation of the battlefield by interdiction of railroads, destruction of bridges, and general attack on all road and railroad traffic.

3. Armed reconnaissance in which a group or squadron of fighter-bombers is assigned a specific area generally close to the front lines in which they are instructed to attack any target of military importance.



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4. Tactical reconnaissance, both visual and photo-reconnaissance. In addition to the discovery of military installations and other targets for attack by the tactical air force and the provision of briefing material by fighter-bomber attacks, these tactical reconnaissance missions and the armed recce missions provide the Army with an astonishingly large section of their intelligence on the deployment and movements of the enemy ground forces. Another major function they perform is the accurate and frequent survey of enemy air fields within the tactical area which provides us with an enviable knowledge of German disposition.

5. The fighter offensive against enemy aircraft in the air and on the ground. This I list in decreased priority simply because the enemy air offensive, while fluctuating, has been fairly low for the last six weeks, though it has shown a tendency to increase lately.

6. Night fighter defense against enemy aircraft and night intruder missions.

Excellent communications and coordination with the Army make it possible for these tactical air commands to hit targets of opportunity which would be completely impossible for the more unwieldy operations of the 9th. Bomber Command or the Eighth Air Force. This includes such things as motor vehicle concentrations, tank armies, German command posts, rail traffic, and reinforcing columns moving toward the front.

To bring you up to date, I will outline the general radar situation in the 9th. Air Force as it exists today:

1. Two MEW's are in operation with the 9th. and 19th. TAC's. They are both operational at sites 10 or 15 miles from the front and are being given an increasing share of the operational control of fighter-bomber missions.

2. Two 584's are in operation at the same site just south of Aachen. Four more are being readied for the 9th. TAC. It is reported that two are on the Continent destined for the 19th. TAC, and one for the British 2nd. TAF.

3. One SCR-584 modified for single-legged blee control is now being readied for operations with the pathfinder squadron of the 9th. Bomber Command.



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4. Two MK II Oboe ground stations are now installed on the Continent and will be operational any day. One is southeast of Charlerci and the other is, I believe, near Chaumont or Dijon. Their range now is equivalent to that of the B-26's which are presently based approximately 100 miles behind the front.

5. One APS-13 is now operational in one of Harold Edgerton's A-20's. The 20 sets which were requested for this purpose months ago have been lost somewhere en route. They did not come as Allen Hazeltine thought with Lt. Parker, who arrived here approximately a month ago without any knowledge as to their shipment.

6. At least one SS Loran set is installed in one of Edgerton's A-20's. The whole squadron is to be fitted as quickly as the sets can be procured.

7. Some low altitude radar altimeters have been used in night intruder P-38's by Quesada.

8. Two squadrons of P-61's with SCR-720 have been in operation for some time. Because of the low scale of enemy night activity these are being increasingly used for night strafing and intruder missions. We lost one over enemy territory the other night while I was at the 584. We apparently was shot down at a German airdrome when he went in low to attack. The 720's are not operating at a high level of efficiency on the whole, and it is Sam Simmons' view that this is due in large measure to the lack of sufficient spares. IO on AI beacons are not yet, I believe, operational at the P-61 bases.

9. Two Micro-H ground beacons for short range operations of the Eighth Air Force are now in the theater, and should be operational in something like a month. One AN/UPN-2 is now installed in a war-weary P-47 of the Eighth Air Force, has been tested with excellent results on the Greyfriars MSW, and is to come over here shortly for trials in simulated fighter-bomber missions with the MSW and the 584's.

I have recently spent considerable time with the 19th. TAC and Opie Weyland, with Gordon Saville, and with Pete Quesada. I have missed General Vandenberg each of the several times I have been at his various headquarters. Without any attempts at coherent organization I am going to set down in narrative form the impressions I received during these visits.



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The most fascinating thing, of course, about Weyland's operations since D-day is the fantastic month of August when his airplanes in large measure made possible General Patton's remarkable drive across France. This end run had an exposed flank which must have scared every strategist. As Patton swept along the north bank of the Loire he left no detachments to protect his right flank. When this drive from the Brest Peninsula began, he called Opie Weyland in and said straight out "I am going to depend on you to protect my right flank with your airplanes. From now on you will do the worrying about my flank".

The good weather of August made it possible for Weyland to do this and brought the epic defeat of what amounted to a German Army south of the Loire, which was frustrated at every turn, prevented from moving to attack Patton, and battered to a pulp every time it tried to organize for battle. Some 30,000 Germans south of the Loire were capable of driving into Patton's rear and forcing him to turn a large fraction of his force about to meet them and thus perhaps causing him to lose his opportunity of pursuing and destroying the German forces retreating before him. Weyland used his aircraft in classic fashion - he spotted the German troops early in the game, hit them hard enough to convince them that it was unprofitable to move at all in the daylight, then withdrew his fighter-bombers for a while, just keeping enough Tac R ships over the area to watch the German dispositions at all times and enough armed recce to keep the fear of God in these German troops.

For approximately three weeks the German commander tried by night to move his divisions up to cut Patton's flank. He was not fast enough because of Patton's speed, and it became clear that if he were to save his army he must head back for the German border. Here he began moving in desperation in the daytime. Weyland's boys pounced on him again and literally cut his forces to ribbons. The German commander all this while had not been engaged by any sizable element of ground forces. He saw towards the end of August that his position was hopeless and he surrendered in fact to an enemy air force. His sword was taken by a corps commander of the 9th, Army who came down from Brest for the occasion and who had had no contact with the battle; but the German General made no bones about the fact that he was surrendering to Opie Weyland's air force. And as you will remember, he asked that to preserve the German honor, Weyland's airplanes should fly over his units in the days immediately preceding the laying down of their arms.

An amusing incident occured while I was at the 19th TAC HDQ. They had two P-61's under their operational control that night. While their primary target was enemy aircraft, they had been forwarned that an enemy counterattack was expected



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just north of Nancy. They were asked to direct an airplane to that area and stooge him around to see if he could pick up any action on the ground. He went down to 4 - 6000 feet and shortly saw quite a lot of artillery fire. He was directed to go down and strafe it. He gave a lot of squirts from his guns and cannon but he was reluctant to go too low altitude partly because it was an unfamiliar job and one that that type of airplane has not been used on very much. So he came back with the story that he didn't think he had accomplished anything but he did go down and give them a few squirts. The MEW boys thought nothing of this and were only disappointed by his failure to get down low and do a real job.

The next day I flew into the air strip at Etain and bummed a ride into town with Major Stiller, who is one of General Patton's aides. He found out by questioning that I was interested in radar and he immediately started to tell me about a very interesting use of radar that had happened the night before. At 11.00 p.m. a furious artillery barrage was laid down on the command post of the 3rd. Division. The Division Commander immediately called Patton in person and asked him to get airplanes in to fix it. Patton called Weyland at 11.15, who reported that he had P-61's under control of the MEW and would see to it that they were vectored to that area. This command didn't get through to the MEW but in the meantime they had vectored the P-61 on their own initiative as I have described. The Division Commander reported that at 11.30 the 19th. TAC airplanes appeared, thoroughly strafed the enemy artillery and silenced them so that they didn't open up for the remainder of the night.

Weyland is very convinced of the importance of psychological factors in the operation of ground troops, both ours and the enemy's. For this reason he is willing to put up with a large measure of inefficiency as we learn how to use airplanes at night because he is firmly convinced that the very fact that enemy airplanes are known to be flying overhead is a major factor in demoralizing ground forces and preventing night operations or movement. As an example of how aircraft can affect the moral of our own forces, he cited an instance in which an armored task force was prepared to jump off on a major attack. They somewhere got the idea that the woods in the valley before them was infested with enemy tanks and they refused to go ahead with the attack until our aircraft had cleared the tanks out of the woods. Weyland ordered out a squadron whosearched the length and breadth of the woods in vain for enemy tanks. They searched diligently for over an hour but found only a few small detachments and gun emplacements. These they strafed and then went back to base. Our task force stood on the hilltop watching these P-47's buzz over the enemy and seeing their tracers go into the woods. When the P-47's left they went forward with joy in their heart apparently with the conviction that our air-



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craft had completely destroyed the enemy which was holding them up.

When I was at the 19th TAC the MEW had only been in operation for about a week, yet it was being given a sizable fraction of the fighter-bomber missions for control. It is manned by an excellent crew - the same which performed so creditably against the buzz bombs on the south coast of England- but it was first installed in a terrible site, - more of that later. One mission General Weyland told me about, which in his view pays for the whole effort that his command has put into radar: On a day of very low ceiling and bad visibility, the enemy opened a fierce counter attack against the 3rd. Army with a great concentration of armor. Weyland was asked in desperation by General Patton to put his airplanes into the battle, although every one recognized the weather was such that it was a very dangerous mission. A group of P-47's was controlled by the MEW, directed to the target area, and instructed to let down. They, with admirable courage, went down through the overcast, breaking out at about 900 feet and came out on the "damndest tank battle they had ever seen". The Germans had not thought it possible that our fighter-bombers could operate in that weather. They were, consequently, deployed in the open, without attempt at aerial camouflage and so were sitting ducks. The fighter-bomber attack destroyed a great deal of the armor and threw the rest of it into utter confusion by the surprise of their attack. This is credited by the ground commanders with breaking up the rather large scale counter-attack.

A few days ago I spent three days at the 9th. TAC, mostly concerned with problems of the 584. As you know, we asked Larry Taylor to lend the services of Roland Larson for the 584 problem. Larson has been living with the set and his attention, coupled with the fact that General Quesada took violent action after his inspection tour (which was made as a result of the report Louis and I submitted to him), has resulted in a complete change of attitude on the part of the 584 crews and now for the first time the 584 is an effective instrument in the operations of the 9th. TAC. Please remember when criticism comes to your mind for the delay in this that the 584 was not adapted to the very rapid move following the break through at Saint Lo. The following stories will illustrate how the 584 is now being used.

At 6 o'clock in the morning every day, the 584 controllers get the field order for the day's operations of the 9th. TAC. They immediately go over it and plot the coordinates of all targets for missions which lie in their control range, and they make up a tote board with the times, target co-ordinates,



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call signs, etc., of each individual mission. They then endeavor to lock on to the leader of each group or squadron which they consider to be most important at the time. A plot of position with identification is passed on to them from the MEW which aids them greatly in pick up. They verify this by constant check and recheck with the VHF/DF on normal transmissions from the aircraft. As soon as a leader has identified his target or made visual contact with the ground party he is working with, they relinquish him and lock on the next most important unit. They monitor the VHF transmissions of the aircraft and whenever possible the air support stations. Thus they are able to tell by plotting the track of the aircraft and by listening to his transmission whether or not he is in trouble finding his target. As soon as it becomes abundantly clear that he is lost or in difficulty, they break in and ask if they can be of assistance. Usually their services are required only to guide the aircraft to the target area where the pilots are able to locate themselves or their targets by breaks in the clouds. On clear days this service is seldom needed, but in the broken overcast that we have been having lately, it is frequently of vital importance. I watched two such assists and the boys described several more to me with tracings of the plots to illustrate just what had happened. General Quesada told me three instances, the first two of which are illustrative and the third amusing:

A fighter-bomber group was lost above 5 - 7/10 cloud. The air support party officer in an armored column gave them a target in coordinates near a town of obscure name. The fighter leader could not locate it on his map. The 584 was monitoring the VHF and by this time had locked on to the aircraft. The 584 then called to ask if they could help, and were answered "Yes". The 584 directed them to the target area, told them to circle. They could not find the target visually nor could they see their armored column, but they asked for red smoke on the target. The task force artillery fired red smoke shells which were immediately picked up by the fighter-bombers who then were able to distinguish gun emplacements in an enemy strong point and bombed them with good effect.

The second story is, as General Quesada puts it, a perfect example of instrumentation. Two heavy batteries were shelling one of our armored columns. They were invisible to our ground units but their location was plotted by sound ranging. The weather was bad so that when fighter support was requested, the MEW navigated the fighter bomber squadron to the front area and turned over control to the 584. The 584 carried them to the immediate vicinity of the target and informed the leader that the target was directly under his left wing 500 yards away. The fighter pilots could not detect any target. They were vectored back and forth over these batteries for many sweeps but they still could not pick out the batteries. Continually



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the 584 would inform the pilot of the exact position of the target with reference to the airplane. Finally the batteries opened up and the pilots saw the flash of the guns. They went down immediately and bombed and strafed the points from which these flashes came. By ground report the two batteries were knocked out and the army rolled on. The fighter leader, Colonel Young, said later that the batteries were so well camouflaged that they would never have been able to pick them out without the aid of the 584. All this done when the visibility was very poor so that they could not even have remained in the area by visual pilotage.

The third story is one related by an air support party officer who heard an aircraft calling for targets. Although the call sign of this aircraft was unfamiliar to him, his unit was in need of help and he requested aid from the fighter. When the affirmative answer came through, he gave the target coordinates and location with reference to a small town. The pilot could not find this town on his map and so asked for its location with reference to a larger town. Still the pilot could not find it. The air support officer then said it was 40 miles south west of Cologne. After a few moments of silence, the pilot replied "I can't help you, Bud, I'm in Italy". You might tell this to Jay Stratton as an example of anomalous propagation.

The 584's have been used on many missions to control night intruders who are vectored down roads or railroads on the chance of picking up a visual target. This, of course, accomplishes two things: It discourages the Germans from using the roads at night simply by the fact that an airplane is there, and secondly, if the Hun has any lights or if the moon is such that vehicles can be discerned, it permits reasonably accurate visual bombing and strafing. If the pilot is unsuccessful in locating any targets, he is then vectored to a fairly large target such as a marshalling yard or a built up road intersection, and his bombs are released blind by the 584. There is to date no evaluation of the combat accuracy of this bombing. However the fighter pilots are as a whole enthusiastic about the accuracy and they come back with stories of having seen their bombs hit right in the middle of the road, etc. etc. Jack Taylor, 9th TAC Combat Ops, and Ghesade, were cooperative in a plan to assess the combat accuracy of the 584 by daylight bombing with a photo ship accompanying it to make strike photographs. The first of these missions was on October 14 at my request. The photo ship aborted just before they got to the target, the fighter bomber continued and dropped his bombs, but it was 10/10ths overcast and he was unable to see the strike. I talked with their Combat Ops today and learned that a total of 10 of these missions are now planned so that we should have a good appraisal of the effectiveness of this bombing. In



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addition, while I was there, Quesada arranged to have Harold Edgerton's night A-20's vectored along the primary roads and railroads from Aachen to Cologne, taking strip photographs. This first mission is reported to have been successful and should again provide considerable evidence as to the efficacy of the 524 control. This night photography will be continued because it is vital to the Army to have accurate observations of night movement of the enemy.

In the Ninth Air Force we of ASC and NEAI are trying to put first priority on the problem of making the fighter-bombers more effective during bad weather this winter. As we presently see this problem, it is three-fold: 1, the aircraft must be provided with better facilities for bad weather landing; 2, navigation from base to target area must be completely controlled by radar; 3, blind bombing by the 524. The biggest difficulty in bad weather missions, I am told by everybody, is that the fighter-bomber is not a good instrument airplane. I hope that the GCA equipment may make it possible for them to fly with safety in such worse weather than they can now. However, this is a controversial subject and can only be answered after we have had many flight tests on GCA with average pilots in the combat area. I am hoping that we can get one or two of the first GCA sets over here shortly for tests of this sort.

The MEW and other radar plus normal homing facilities are adequate for navigation from base to target area and back. The tests in the 9th TAC will provide an answer to the efficiency of the 524 in bombing without visual reference on the ground. It has already proved its worth in leading the fighter-bomber to the target through broken undercast.

I rather believe that if we can get enough blind landing equipment over here, this overcast bombing technique can be utilized to great avail for close support this winter.

I have recommended that all airplanes that fly at night over here be equipped with AN-13 and 38 loran.

Quesada has pictured to me a concept of aerial war this winter which seems to me to have very great possibilities. He firmly believes that if the effort were put into it, fighter-bombers almost unaided could win the war in Germany this winter. The 8th. Fighter Command should move immediately to Belgium or Holland near the front lines. Fighter-bomber missions should be run all winter in any weather in which it is even moderately safe to fly. By this means, it is possible to attack 2500 targets a day rather than the few which we now hit. The whole fighter force should be sent out in units of two's over all of Germany. They must fly low and under the overcast, because of their speed and ability to take care of themselves in combat.



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They will drop their bombs on the first target of consequence that they see: bridge, railroad station, factory, residential center, ammition dump, air field, etc., etc. They will be attacking, on the average, undefended targets and therefore will be able to come in low and do a good job of bombing. When they have dropped their bombs, maybe accounting for two targets per pair, they then continue to fly to their radius of action. As they go along they will strafe everything that moves on the roads--every train, every factory, every motor unit in the complex of German industry. In this way each pair of fighters should be able to do effective damage to five targets per mission. This is a form of attack against which Germany is powerless to defend herself. She can camouflage her airplane factories or put them under ground. She can put smoke screens over her vital targets to protect them against attack of the heavies. She can conceivably put into effect means, some of them known to us, which may decimate our heavies. But she cannot camouflage or put all her industry under-ground. She cannot defend all the individual units of her industry by flak. She cannot prevent the complete collapse of transportation and morale under repeated day-in day-out attacks from fighter-bombers which may be expected to strike anywhere at any time, with practically no warning. She cannot alert her whole country so that they may take shelter against these hit and run attacks.

We have seen the blow to morale which the few German hit and run raiders caused in England as they swept across the coast and a few miles inland. We can imagine what confusion may be caused by 1500 fighters roaming at will the length and breadth of Germany on every day that the weather permits contact flying. Pete Quesada thinks, and I am inclined to agree with him, that now at this crucial moment such an attack would cause the German nation to crumble. We have seen for the last several months the efficiency of these tactics against the Germans in France. We have seen roads literally swept clean of any movement, even bicyclists. We have seen German air fields and units destroyed piecemeal by fighters which struck without warning. We have seen the ability of his boys to take care of themselves in individual combat with the enemy in far superior numbers. We have seen Field Marshal von Kluge hunted out in their lair by the fighter-bombers and both mortally wounded. We have seen the ability of our individual fighter pilots to go out on their own and accomplish the most extraordinary feats of destruction without briefing. We have all seen Opie Weyland cause an army to surrender in the field by what was in fact a pitifully small number of fighter-bomber missions.

We now have in this Theater and in Italy the largest collection of fighter-bombers the world has ever seen. We hold in our hand the tool which in the face of stiffening German resistance to our land armies can cause the collapse of internal Germany, which will stab their armies in the back and make our job of conquering very much less costly. Such a tactic would make an impression on the mind of every German which he would



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never forget and which would live in the memories of his children and grand-children as an illustration of the fearfulness of war, so that perhaps we might be spared the job of doing it again.

Larry Henderson just blew in this moment from the Mediterranean and the three of us will want to get together and write you more about everything. I want to say now that we here are in a quandary about the MEW's. The MEW has proved itself a most essential part of the tactical air command. We now have two MEW's in four air commands. Vandenberg asked Spaatz and Doolittle with greatest urgency to give him the Greyhounds [illegible]. Doolittle, after careful consideration, decided that it was too vital to the operations of the 8th Air Force, and I am inclined to agree with him. With their set on the Continent they can assure that the 8th Air Force may go at least as far as Kassel and Frankfurt without opposition from the German Air Force. We now have adequate fighter protection but the Germans have been able to catch us with our guard down too often because of failure of fighter-bomber rendezvous. This will never happen with the MEW able to see the two formations. Further, any German formation that appears will be jumped by our fighters long before it has a chance to form up and attack our bomber formation. German jet aircraft have so far been not invulnerable to attacks by our fighters. The MEW's of the 9th and 12th TAC's can provide material aid to the 29th TAC between them. Gordon Saville has nothing but P70's and P7's. The 6th Army Group and the provisional air force should have the Corsica MEW which has been made mobile by Mike Chaffee and is in fact the best field MEW in this Theater. Larry Henderson confirms Louis' and my conviction that the military usefulness of the MEW in the Italian Theater is small compared to that on the western front. Larry goes further and says there is nothing the MEW can do for them that can't be done by two 615's. This MEW, the 584 for close support now in the MTO, and most of Saville's fighter-bombers of the 12th Air Force have been retained by Gen. Garner and by Benny Muirhead in the face of what appears to me very much greater military necessity on the western front. It is my personal conviction that if the fighter-bombers of the 12th Air Force and the MEW were moved up to the western front, and if the fighters of the 8th Air Force could be based near the front, the destructive effort on Germany could be stepped up in tempo to the point where it would very shortly become unbearable. This involves major problems of logistics, but here the Air Force can be quite self-contained. By the diversion of all the troop carrier aircraft from both theaters to carrying gasoline, ammunition, and supplies, it would appear to me to be possible to solve this tough problem of logistics. Our C-47's here have just finished flying in half of the overcoats for the ground armies. They supplied an important fraction of the gas to our armies during September. If cold calculation shows that all the C-47's we can muster are insufficient then it is possible to devote a couple of wings of B-24's from the 8th or preferably the 15th Air Force to the job of carrying supplies. With the 15th Air Force now able to hit only the northern fringe of Germany and Austria, this would seem to me to be a very much more profitable employment.



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I am writing you these things because we seem to be about stymied in this theater since no one here has real control over the MTO, and since this whole concept of fighter-bomber attack on Germany at the expense of the heavy bomber effort is one which could easily be decided in Washington, but which is difficult for the commanders of the strategic air forces to undertake.

Sincerely,

Encl.

In connection with the problem of MEW-ASG-GCI activity in the Theater, I had a good long talk with Larry Taylor the other day and I found him whole-heartedly in sympathy with Louis' and my concept. He is willing to play ball on all the points which we have written you, and has already demonstrated this willingness by making available for jobs that we recommended the services of his two best radar men. He would, in fact, be willing and happy to accept appointment in your Office if this seemed desirable to make the organization click.

It has developed that the problem of siting an MEW for close support operations is by no means as simple as most of us had thought. The two desirable features, viz., 1, low-angle coverage, and 2, not many permanent echoes beyond 10 miles, are difficult to achieve in the same site. We have found it necessary over here to make very careful study of contour maps to pick out desirable regions, then to go to the sites and measure by transit the screening angle as a measure of low-angle coverage, and thus to set up a mobile micro-wave set to measure the extent of the PRIs. This procedure has been used successfully in siting the 19th TAC MEW which was originally placed in a very poor spot. It is recommended that a standard part of the MEW convoy be a light weight 10 cm set such as the SCR with a big dish. After the MEW is sited the controllers should sit down and draw up a contour map based on the above angle measurements and on the PD's observed on the MEW of the coverage they can expect to get on airplanes at all altitudes. This map should become a part of the fighter control center operational information.

Capt. Andrese related a story to me. During the early weeks after D day the MEW was used more and more for control of fighters against enemy aircraft. These aircraft were controlled also



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by the flight control center -- call sign "Sweepstakes"; the two IDF's, call signs "Sweepstakes Able" and "Sweepstakes Baker", and the LEM, "Sweepstakes Charley". One day Andrews was into a bunch of flight pilots who had been controlled frequently. These boys thought that all four of the controllers with various call signs sat in one big room and they had come to the simple and logical conclusion that Sweepstakes Charley was just a little smarter fellow than the other three so they had come to call on him for help more often.



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HEADQUARTERS ARMY AIR FORCES

ROUTING SLIP

DATE 9/20/44

TO:

| OFFICE OR SERVICE | BUILDING |
|---|---|
| AC/AS Plans | |
| ATTENTION: Col Gaylord | ROOM: 3E128 |

FOR:

| | | | | | |
|---|---|---|---|---|---|
| | COORDINATION | | INVESTIGATION | | NEC. ACTION |
| ✓ | INFORMATION | | RECOMMENDATION | | SIGNATURE |
| ✓ | FILE | | CONFERENCE | | |

REMARKS:

FROM:

| NAME | OFFICE OR SERVICE |
|---|---|
| JOHN A. ROUSE<br>Lt. Colonel, Air Corps | Reg |
| PHONE: 4627 | ROOM: 4E1060 |

AGO 210, AF



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PARAPHRASE OF TELETYPE CONFERENCE BETWEEN
THE ETO AAF EVALUATION BOARD AND THIS HEADQUARTERS

1. Present at the teletype conversation in Europe were:

Major General Fickel
Colonel Beatte
Captain Hirsch

Present at Headquarters, Army Air Forces were:

Colonel G. R. Herara - representing Colonel Gaylord, AC/AS, Plans.
Lt. Colonel R. E. Elwell - Operational Analyst Division.
Lt. Colonel John A. Rouse - AC/AS, OC&R.
Mr. G. W. Ball - AAF Evaluation Board.

2. General Fickel opened the conference with the following questions to Mr. Ball:

a. What have you done and accomplished on your mission to Washington so far and when do you expect to return?

b. Has the War Department directive to the Board been modified to eliminate the overlapping functions of the Board and the Bombing Research Mission?

c. Has the Board's first report been reviewed by anyone in authority in Washington? What was the reaction to our personnel requirements as stated in the report, including requirement for 13 target teams?

d. Has it been explained to anyone in authority that target teams take 1 to 5 days to examine a target and 3 to 4 days to write the report and that target teams must have housekeeping and administrative personnel in order to exist in the field? This refers to the cablegram cutting our strength down to 21 officers and 20 enlisted men.

e. Are only officers and enlisted men included in the reduced allotment? Can civilian clerical and administrative help be hired in addition and who will furnish the funds?

f. What is the comparison between allotment of personnel to other Evaluation Boards to this one?

g. Has it been realized that we have the most targets and that there are a great many other agencies which must be consulted for pertinent records? What was the reaction to program you talked to in Washington and who have you seen? What have you accomplished? What authority for recruitment of personnel have you obtained? What are the plans for transportation of this personnel?

3. Mr. Ball replied with a background statement telling whom he had seen in Washington, that the Board report had been considered and that OC&R, Plans and Personnel have recommended reduction in personnel to 20

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officers and 20 enlisted men. Mr. Ball stated he was satisfied after thorough investigation that the plan as finally worked out here was the best that could be obtained in view of the existing troop basis difficulties and formation of the Bombing Research Mission and that everyone here would oppose request for increase in military personnel. He further stated that the President had recently directed the organization of the U. S. Bombing Research Mission which, because of its origin (from the President), had first priority on personnel. With respect to the plan which he brought to Washington, Mr. Ball stated that he had conferred at length with Plans, OC&R, General Giles and that General Giles, General Arnold, General Kuter, General Craig, had agreed to his plan modified as follows:

a. That the ETO Board would be permitted 52 civilian personnel to undertake program tactical study.

b. That the ETO Board would negotiate with civilian head of the U.S. Bombing Research Mission to obtain loan of personnel in making up necessary target inspection teams.

c. That the ETO Board would report to the Commanding General, AAF in 90 days, recommending either liquidation of the tactical effects surveyed or its continuance by the Board. Mr. Ball said he had been advised to and had gone to New York to begin recruitment of civilian personnel, even though General Arnold took firm position that any program by the Board would have to be approved by the head of the Bombing Research Mission. He further stated that the Bombing Research Mission was the senior group in the field, that relationship of the Bombing Research Mission and the Evaluation Board was explained in a personal from General Giles to General Spaatz dated 15 October 1944, and that he had been assured that approval of the Board's program would be forthcoming by the head of the Bombing Research Mission and was going ahead on this basis. In answer to specific questions Mr. Ball replied as follows:

(1) Expect to return to ETO on 24 or 25 October. Will leave Henry Villard to complete recruitment of personnel.

(2) Will be answered by representative of OC&R.

(3) Board's report was received and carefully considered. Question answered further in above statement.

(4) Answered in above statement.

(5) Reduced allotment includes only officers and enlisted men. Hiring of civilian personnel covered in background statement.

(6) Our Board has largest allotment of all Evaluation Boards. All other points raised taken into consideration here.



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(7) Background statement applies. I am trying to secure air priority for civilian personnel being recruited.

4. General Fickel then asked representative of OC&R whether or not the magnitude of the Board's position has been considered in determining the personnel allotment and whether it was realized that the Headquarters of the Board and the British Analysis Unit under Professor Zucharman had been combined for fact finding only. He further stated that in order to fulfill his portion of this combined fact finding organization he would need 65 officers, 8 civilian specialists for the railroad records and 121 enlisted men including clerical help for copying records and enlisted men including draftsmen, photographers, interpreters, administrative and housekeeping personnel, etc. He further requested information as to whether or not the Board would have an opportunity of submitting its own manning table with a chance of its being increased.

5. Colonel Rouse replied that points raised were considered in the allotment of personnel. There is very little possibility of securing an increase in military personnel. It is believed here that the plan as worked out to furnish civilian personnel should take care of this problem. Answer to question #2 to Mr. Ball. The War Department directive to the Board has not been revised but will be as soon as the directive from the Secretary of War is written to the Chairman of the Bombing Research Mission. Personal letter to General Spaatz from General Giles dated 15 October 1944, explains relationship between Evaluation Board and Bombing Research Mission. This mission will be senior survey group but will probably restrict its evaluation to strategic targets thus leaving tactical targets to your Board and the MTO Board.

6. General Fickel then asked when the recommendation as to liquidation or continuance was to be forwarded. He was told that it would be 90 days from date of letter of approval of tactical program which is now being drafted.

7. General Fickel then asked when the civilian head of the Bombing Research Mission was to arrive in the UK. He was told that the head of the Mission had not yet been selected but was expected to be selected within the next few days. General Fickel then asked how many civilian workers of each type Mr. Ball was planning to bring with him. He was told that of 52 civilians authorized, 20 would probably be trained consultants in statistical railroad and scientific fields and 32 would be clerical administrative personnel and that most of the technical consultants and about half of clerical and administrative personnel would be secured here. The balance would be secured in the theater.

8. General Fickel then asked for Mr. Ball and Mr. Villard's address. Mr. Ball replied that his address is Operations Analysis Division, Headquarters, Army Air Forces, Room 4D 150, Pentagon, c/o Lt. Col. Elwell. Mr. Villard's address is the same. General Fickel asked one final question as to Mr. Ball's success in procuring LeRoy sets for drafting. Mr. Ball replied that he had taken up the question of Le Roy sets and other equipment with Statistical Control and that he would follow this up to see that such equipment was obtained, if possible. General Fickel closed the conference with a request for a further teletype conference if Mr. Ball was delayed beyond 25 October 1944.

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Lt Col House/ac/4627
AFREQ
Wrtn 20 Oct 1944

[redacted] by authority of
CG AAF
20 OCT 1944
Date Initials

Major General John F. Curry, USA
Director, AAF Evaluation Board
Headquarters, USAAF Mediterranean
Theater of Operations
APO 650
New York, New York

File
9.

Dear General Curry:

I appreciated receiving your letter of 6 October 1944. The suggestions you made will be considered in organizing the U. S. Bombing Research Mission.

The establishment of this Mission has been directed by the President for the purpose of evaluating the effectiveness of strategic aerial warfare in Europe. This organization will be headed by a civilian, and will, because of the origin of its directive, be the preeminent evaluation authority in Europe. Thus, both yours and Pickel's Board will be subordinate to it.

It appears now that the U. S. Bombing Research Mission (USBRM) will not concern itself with tactics and technique and that, therefore, your Board will probably have a clear field in these subjects. It also appears from the nature of the directive authorizing the USBRM that it will probably confine itself, to a great extent, to the evaluation of the effectiveness of purely strategic operations. It is inevitable, though, that the effectiveness of at least a portion of the tactical operations will have to be evaluated by this Mission.

A new War Department directive will be out shortly which will clarify the relationship between, and responsibilities of, the AAF Evaluation Boards in Europe and the U. S. Bombing Research Mission. This will be based on the directive to the Chairman of the USBRM from the Secretary of War.

We are now processing an increase in the AAF/ theater bulk allotment for each of the Evaluation Boards through the War Department as we were unable to process either a manning table or a T/O. We did, however, have a manning table approved by the Chief of Air Staff for each of the Evaluation Boards which will be used as a guide in obtaining necessary additional personnel. Your Evaluation Board bulk allotment, as recommended to the WDGS, is as follows:

1 general officer
4 colonels
3 lieutenant colonels

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5 majors
4 captains
1 warrant officer, junior grade
2 technical sergeants
5 staff sergeants
6 sergeants
2 corporals
1 civilian operational analyst

We anticipate War Department approval of this increase within the next few days.

The manning table for your Evaluation Board, as approved by the Chief of Air Staff, corresponds very closely to that which you recommended, except that one liaison officer, two administrative officers, one flying officer, two ordnance officers, one statistical officer, and one intelligence officer were deleted. One statistical clerk was added. As the deletions do not involve key personnel, this change should not affect the efficiency of your Board.

As soon as the War Department approves the above increase, every effort will be made to procure the personnel you requested by name. However, Colonel Viccellio, whom you requested, will not be available. He is now Chief of my Fighter and Air Defense Branch and is the only officer presently available who is qualified for this position.

I am looking forward to receiving your next report. With the coverage of Italy and Rumania, which you say will be included in that report, it should be very interesting. May I suggest that you watch the wording and phraseology used in the reports as I have noticed a tendency of some Boards to be rather eulogistic about the effectiveness of our air operations. This detracts from the value of the report as it then appears biased in favor of the Air Forces. The reports should be written with the utmost impartiality and all wording which would indicate partiality or prejudice should be carefully avoided.

Sincerely yours,

AFREQ AFAEP AFOCR

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AC/AS, Plans
BJG/mar/jw/72538
wtn 9 Oct 1944

MEMORANDUM FOR GENERAL GILES:

Subject: Request for Personnel for AAF Evaluation Board in ETO.

1. General Pickel has sent Mr. George Ball, Operations Analyst with the AAF Evaluation Board ETO to Washington to request from you approval for an allotment of 200 civilians for the purpose of making a thorough survey of air cooperation in isolating the battlefield in France.

2. Such approval would put the AAF Evaluation Board ETO in competition with the U. S. Bombing Research Mission by recruiting similar types of personnel at the same time.

3. Operational Plans Division, AC/AS, Plans, Requirements Division, OCAR and Mr. Ball have agreed on a plan which harmonizes the efforts of these two evaluation groups. This plan will be submitted to you by Mr. Ball and has the following advantages:

a. Authorization for Civilian Personnel is reduced to 52 and is for a limited period only.

b. AAF Evaluation Board ETO will request the revokable loan of military personnel from U. S. Bombing Research Mission and thus serve as a training school for the Mission.

c. AAF Evaluation Board ETO will make a report in 90 days which will recommend for this civilian component either dissolution, absorption by U. S. Bombing Research Mission or further tasks to be assigned if the results of this work have indicated such action to be desirable.

4. The disadvantage of the above program lies in the possibility of immediate RANKIN C conditions in Germany. In this case the U. S. Bombing Research Mission will not suffer and AAF Evaluation Board ETO will have to conduct the tactical survey with 52 civilians.

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5. It is recommended that you approve Mr. Ball's modified plan.

L. S. KUTER
Major General, USA
Assistant Chief of Air Staff, Plans



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AFAEP European Br.
BJG/hmf/72538
wtn 22 Sept 44

Dr. Robert G. Sproul
President's House
University of California
Berkeley, California

Dear Dr. Sproul:

The President of the United States has suggested to the Secretary of War, the need for a comprehensive survey of the effects of our strategic bombing offensive against Germany. A copy of the President's letter is attached.

The principle purpose of this survey is to determine the extent to which the enemy will and ability to resist may be destroyed by strategic bombing. Naturally the collection of essential facts at the earliest possible date will have a very direct bearing on our offensive against Japan. But there are two other immediate uses which are not so obvious.

The first of these is the influence which a factual study will exert on the formulation of our national defense policy, with particular reference to the size of the military establishment and its makeup. It is very rare that one gets a chance to size up an operation while it is in progress so that plans can be readjusted for the post-war period.

Secondly, and of equally great importance, is the bearing that such a study will have on the future layout and plans of factories and industrial establishments as well as cities. With the age of jet-propelled and rocket aircraft at hand, ought we to begin to build vital facilities part underground or baffled with blast walls, or should our future city planning look to the dispersal of plants in more distant suburbs in order to remove the targets from the congested housing areas.

All these and a hundred other decisions must be based on something more than the haphazard approach of the past. I believe we have an unusual opportunity to make a contribution to the future in some small recompense for the vast wastage of war. The President has indicated, and Mr. Lovett and I are completely in accord, that you have the necessary qualifications to head this survey as chairman.

I am asking Colonel Bradley Gaylord of my staff to present this letter to you personally. He is fully acquainted with the detail of the project.





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I hope, therefore, that you will find it possible to take on this tough job not only as a national service but as a benefit to the Army Air Forces, so that we can be prepared for the future.

With kindest regards, I am

Very sincerely yours,



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AFREQ/T
Lt Col Rouse/ltm/73045
rewrtn 15 Sept '44

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CG AAF

Date Initials

MEMORANDUM FOR THE CHIEF OF AIR STAFF

Subject: AAF Evaluation Boards

1. Discussion:

1. The AAF Evaluation Boards, as originally authorized and sent to the theaters, were composed of from six to seven officers and enlisted men. It has been obvious for some time that an increase in strength was needed to enable the Evaluation Boards to accomplish their mission and that a standard manning table would not be applicable to all theaters.

2. On 18 August 1944, a cable was dispatched to all theater commanders requesting their recommended minimum composition of the Evaluation Board assigned to their respective theaters. It is apparent that the Chiefs of the Evaluation Boards prepared the replies and that the theater commanders accepted their recommendations. This was to be expected inasmuch as the theater commanders had been told that the Evaluation Boards would be at no cost to their theater troop basis.

3. This Office has conducted a study on the correct composition of each Evaluation Board taking into account the area involved, the amount of effort being expended in the various theaters, the nature of the war, the personnel situation within the theaters, and the future trend of the war. The chart attached as Tab A indicates the theater recommendations and the recommendations of this Office as to the total composition of the various Evaluation Boards. Tab B is a breakdown of the theater recommendations and the recommendations of this Office by grade, job description and qualification number.

4. The ETO and MTO Evaluation Boards have been reduced, as some of the functions which they contemplated assuming properly belong to the Combined Bomber Offensive Survey. The POA Evaluation Board has been increased slightly, as it was believed the requirements were underestimated in view of the activation of a new headquarters and the increased activity in this Theater. The FEA Evaluation Board has been sharply reduced, as the entire Historical Section has been deleted (this being already provided for the theater) and three (3) photographic officers and sixteen (16) photographic enlisted men also

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have been deleted. The CBI has been reduced, as it was not believed the size Board requested is warranted by the amount of effort being expended in the theater.

II. Action Recommended:

1. That the attached R&R to AC/AS, OC&R, be signed approving the recommended composition of the various Boards as set forth in columns 2 of Tabs A and B.

2. That the attached R&R be signed notifying the AC/AS, Personnel of the decision and directing him to procure the necessary personnel for the various Boards.

4 Incls
Incl 1 - R&R to AC/AS, OC&R
for sig. of C/AS
Incl 2 - R&R to AC/AS, Per.
for sign. of C/AS
Incls 3 to 4 inclusive -
Tabs A to B inclusive.

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AFAEP
BJG/mc/7 538
15 Sep 44

MEMORANDUM FOR GENERAL GILES:

Subject: Spheres of Activity in ETO of AAF Evaluation Board and Strategic Bombing Effects Survey.

| AAF BOARD (PICKET) | U.S.S.B.S. |
|---|---|
| 1. **Mission**<br>To evaluate the conduct and effectiveness of air attack in the theater. | To measure the effect of strategic bombing on German war production and its overall effects in the economic, political and military fields in destroying the German capability to wage war. To evaluate the importance of strategic bombing in military operations and establish basic concepts for strategic bombing of Japan and for planning the air force of the future. To analyze physical bomb damage and to apply this analysis in the air war against Japan. |
| 2. **Directives**<br>Clarified directive outlining above mission issued 1 Aug (Pab A) Directive now satisfactory to General Spaatz. When U.S.S.B.S. approved, A.G. will release further revision which clears up any question of overlap. | Letter of authorization to Secretary of War now on President's desk. Mr. Hopkins has told Mr. Lovett to go ahead with preliminary organization. No directive can issue until President approves. |
| 3. **Personnel**<br>Temporary requirements have been furnished by USSTAF. Manning table for all AAF Evaluation Boards presented to General Giles 15 Sep 44. This is a Military Board. | Col Koenig heads approved planning group. 30 Officers, 12 Enlisted Men - Military personnel now asking for increase to 60 officers, 60 Enlisted men. Total personnel expected to be over 1,000 for period of about 4 months. This is predominately a Civilian Board. An invitation was extended to a Harvard group who declined. Dr. Compton, President of Mass. Institute of Technology is now considering. |

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4. Present Activities

Now evaluating current operations and targets exposed by retreat of enemy upon constitution of S.B.E.S., will render assistance, observe, and comment through channels. Tactical operation still remains primary function.

Now engaged in organizational planning. As soon as constituted will assemble personnel to prepare necessary data and organize to enter Germany upon surrender to conduct a rapid survey.

5. Present Status

General Spaatz is now satisfied with the relationship between these two groups. The Pickel Board cannot absorb the S.B.E.S. because this would make the report a self-serving military document instead of an impartial civilian report. Such action further would be contrary to the expected Presidential directive.

The S.B.E.S. should not absorb the Pickel Board as one is a permanent Board while the other is a quick survey group. One is concerned primarily with technical air operations; the other is concerned with the effects of strategic bombing. The S.B.E.S. is given a free hand under the Presidential directive. Many civilian experts who are competent to observe the effects of strategic bombing on national economy will lack the military training to appraise air-ground tactics.

6. Recommendations

It is recommended that every effort be made to secure Presidential approval to the S.B.E.S. directive.

1 Incl.
Tab A

L. S. KUTER
Major General, U.S.A.
Asst Chief of Air Staff, Plans



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OCG/AAF

14 September 1944

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PRIORITY

OCTAGON

COLONEL KOENIG CMA EXECUTIVE DIRECTOR OF STRATEGIC BOMBING EFFECTS SURVEY CMA NOW IN WASHINGTON HAS GIVEN US UP TO DATE REVIEW OF CONFLICT BETWEEN PICKEL BOARD AND SURVEY IN RTO PD PAREN TO ARNOLD FOR KUTER FROM GILES PAREN KOENIG ADVISES THAT SINCE RECEIPT IN THEATER OF CLARIFIED DIRECTIVE TOGETHER WITH COMBINING OF BOMB DAMAGE ASSESSMENT AGENCIES IN BOTH GROUPS THAT ARRANGEMENTS HAVE BEEN MADE TO CLARIFY AND COORDINATE ACTIVITIES OF THESE TWO GROUPS.PD GENERAL SPAATZ UNHAPPINESS IS NOW LIMITED TO HIS INABILITY TO SECURE AUTHORIZATION AND HENCE DIRECTIVE TOGETHER WITH CIVILIAN PERSONNEL REQUIRED PD WE UNDERSTAND THIS IS UNDER CONSIDERATION AT HIGHEST LEVEL PD ANYTHING YOU CAN DO TO SECURE RELEASE OF THIS AUTHORIZATION WILL PERMIT IMMEDIATE ACTION TO COMPLETE ORGANIZATION OF STRATEGIC BOMBING EFFECTS SURVEY PD RECOMMEND NO CABLE BE SENT TO SPAATZ

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Lt Col House/ac/73045
AFRED/T
Wrtn 13 Sept 1944

[redacted] by authority of
13 SEP 1944 CG AAF
Date Initials

MEMORANDUM FOR THE CHIEF OF AIR STAFF

Subject: AAF Evaluation Board

I. Discussion:

1. The AAF Evaluation Boards, as originally authorized and sent to the theaters, were composed of from six to seven officers and enlisted men. It has been apparent for some time that an increase in strength was needed to enable the Evaluation Boards to accomplish their mission and that a standard manning table would not be applicable to all theaters.

2. On 18 August 1944, a cable was dispatched to all theater commanders requesting their recommended minimum composition of the Evaluation Board assigned to their respective theaters. It is apparent that the Commanding Generals of the Evaluation Boards prepared the replies and that the theater commanders accepted their recommendations. This was to be expected inasmuch as the theater commanders had been told that the Evaluation Boards would be at no cost to their theater troop basis.

3. This office has conducted a study on the correct composition of each Evaluation Board taking into account the area involved, the amount of effort being expended in the various theaters, the nature of the war, the personnel situation within the theaters, and the future trend of the war. The chart attached as Tab A indicates the theater recommendations and the recommendations of this office as to the total composition of the various Evaluation Boards. Tab B is a breakdown of the theater recommendations and the recommendations of this office by grade, job description and qualification number. Tabs C through G are the communications received from various theaters concerning their Evaluation Boards.

4. Tab D shows the following points:

a. MTO and NTO have been reduced slightly as some of the functions which they contemplated assuming, properly belong to the Combined Bomber Offensive Survey.

b. PDA has been increased slightly as it was believed personnel would be more difficult to secure from the theater with the activation of a new headquarters and the increased activity in this theater.

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c. FEA has been sharply reduced as the entire Historical Section has been deleted (this being already provided for the theater) and three (3) photographic officers and sixteen (16) photographic enlisted men also have been deleted.

d. OSI has been reduced as it was not believed the number of enlisted men requested is warranted by the amount of effort being expended in the theater.

II. Action Recommended:

1. That the composition for each Evaluation Board as recommended by the Assistant Chief of Air Staff, OCAR be approved.

2. That the attached RAR be signed directing the Asst. Chief of Air Staff, OCAR to take the necessary action to have the manning tables approved, theater troop bases increased, and the theaters notified accordingly.

3. That the attached RAR be signed notifying the Asst. Chief of Air Staff, Personnel, as to the decision made and directing him to procure the necessary personnel for the various Boards.

4. That the attached RAR be signed directing the Asst. Chief of Air Staff, Materiel and Services to procure and ship by air the micro-film equipment requested by the MTO Evaluation Board.

10 Incls
Incl 1 - RAR to AC/AS, OCR
for sig. of C/AS
Incl 2 - RAR to AC/AS, [illegible]er.
for sig. of C/AS
Incl 3 - RAR to AC/AS, MSS
for sig. of C/AS
Incls 4 to 10 inclusive -
Tabs A to G inclusive.

AFHEQ/T AFRPG AFAAP AFAEP AFRNQ AFOCR

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AAF Evaluation Boards

Wrtn 13 Sep 1944

Asst C/AS, Operations, Commitments and Requirements

1

Chief of Air Staff

1. The composition of the various AAF Evaluation Boards as recommended by the Asst C/AS, OC & R is approved.

2. It is directed that necessary action be taken to secure War Department approval of these manning tables, that the various theater troop bases be increased accordingly, and that the theaters be notified by cable immediately upon War Department approval of the manning tables.

3. The Asst C/AS, Personnel has been notified that the composition of the AAF Evaluation Boards as recommended by Asst C/AS, OC & R is approved. They will be further notified by your office upon War Department approval of the manning tables so that the necessary additional personnel can be assigned to the various Evaluation Boards.

FOR AAFP

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AAF Evaluation Boards

Wrtn 13 Sep 1944

Asst C/AS, Personnel

Chief of Air Staff 1

1. The composition of the various Evaluation Boards as recommended by the Asst C/AS, OC & R has been approved.

2. The Asst C/AS, OC & R has been directed to take necessary action to secure War Department approval of the proposed manning tables for the various AAF Evaluation Boards and to notify your office upon securing this approval.

3. It is directed that you take the necessary action to secure, insofar as possible, the personnel requested by name by the Commanding Generals of the various Evaluation Boards. It is desired that the officers be assigned from United States only. The enlisted men may be assigned either from the United States or from the theaters.

For AFAEP



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AAF Evaluation Boards

Wrtn 13 Sep 1944

Asst C/AS, Material and Services

Chief of Air Staff 1

1. The inclusion of a microfilm unit in the MTO Evaluation Board has been approved. It is directed that necessary action be taken to secure and ship by air priority the necessary microfilm equipment to the MTO Evaluation Board.

for AFAEP



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~~I WANT TO SEND A SPECIAL NOT THE SUBJECT OF THIS CONFERENCE FIRST~~
~~WILL YOU RECEIVE IT~~
~~FOLLOWING IS~~ SPECIAL MSG
TO GILES FOR JAMISON

[redacted]

GENERAL ARNOLD DIRECTS THAT ACTIONBE TAKE ON THE ITEM IN GEN GILES LETTER DATED SEPT TWELFTH FEFERRING TO GEN SPAATZ UNHAPPINESS OVER THE OVERLAP BETWEEN THE CBO RPT CBO SURVEY GROUP AND THE FICKEL GROUP PD GEN ARNOLD WANTS TO SEND A RADIO TO GEN SPAATZ SAYING IN EFFECT QUOTE YOU ARE MISSING A BET BY NOT COMBINING THOSE AGENCIES SINCE DR CONANT OR EQUIVALENT CAN NEVER BE EXPECTED TO HANDLE ADMINISTRATIVE MATTERS IN A THEATER PD FURTHER MORE IF YOU HAVE FICKEL HANDLING TACTICAL OBJECTIVE ONLY YOU ARE ALREADY MISSING IMPORTANT STRATEGIC OBJECTIVES QUOTE PD REALIZING THAT THE AIR STAFF HAS THI MATTER UNDER STUDY FOREGOING IS FORWARDED WITH URGENT REQUEST THAT A DRAFT MESSAGE TO SPAATZ BE FORWARDED TO ME HERE BY NOON SEPTEMBER 14TH

~~THATS A FAR CRY FROM 2STH AIR FORCE BUSINESS SHOULD READ 20th AIR FORCE~~
~~WILL APPRECIATE YOUR DOING THE MESSENGER BOY JOB THEN BACK TO THE BUSINESS AT HAND~~

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# AIR EVALUATION BOARD

Air Evaluation Board, [f] _____ Theater[a]

| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | Headquarters | | Evaluation | | | | | Information | | | | | Historical | | | |
| | UNIT | AIR FORCE SPECIALTY NUMBER | GRADE | TOTAL | Director | Administrative Assistant | Chief | Photographic Interpretation | Electronic Countermeasures Interpretation | Photographic Interpretation | Air Force Combat Operations Staff | Chief | Technician | Photographic Interpretation | Photographic Interpretation | Clerk | Chief | Assistant Historian | Photographic Historian | REMARKS |
| 3 | AUTHORIZED SECTION | | | | | | | | | | | | | | | | | | | |
| 4 | Major General | | | 1 | 1 | | | | | | | | | | | | | | | |
| 5 | Colonel | | | 5 | | | 1 | | | | | 1 | 1 | 1 | | | 1[b] | (1[b]) | | |
| 6 | Lieutenant Colonel | | | 5 | | | | 1 | 1 | 1 | 1 | | | | 1 | | | | | |
| 7 | Major | | | 9 | | 1 | | 1 | 1 | 1 | | | 1 | 2 | | 1 | | | 1 | |
| 8 | Captain | | | 11 | | | | | | | 2 | | | 1[c] (2[d]) | 1 | 1 | | 1 | 1 | |
| 9 | First Lieutenant | | | 10 | | | | | | | | | | 1[c] | 6 | 1 | | | | |
| 10 | TOTAL OFFICERS | | | 41 | 1 | 1 | 1 | 2 | 2 | 2 | 3 | 1 | 2 | 9 | 10 | 3 | 1 | 1 | 2 | |
| 11 | Warrant Officer | | | 1 | | | | | | | | | | | | | | 1 | | |
| 12 | Civilian | | | 1 | | | | | | | | | | | | 1[e] | | | | |
| 13 | Master Sergeant | | | 1 | | | | | | | | | | | | | 1 | | | |
| 14 | Technical Sergeant | | | 1 | | 1 | | | | | | | | | | | | | | |
| 15 | Staff Sergeant | | | 4 | 1 | 2 | | | | | | | | | | | | | 1 | |
| 16 | Sergeant | | | 16 | 1[f] | | 1[f] | | | | | | 1[f] | | 3 | 1 | 2[f] | 1 | | |
| 17 | Corporal | | | 13 | | | 1[f] | | | | | | | 1[f] | 4 | | 2[f] | | | |
| 18 | Private First Class | | | 7 | | 2 | | | | | | | | | | 2[f] | | | | |
| 19 | Private | | | 1 | | 1 | | | | | | | | | | | | | | |
| 20 | TOTAL MILITARY | | | 43 | 2 | 6 | 2 | | | | | 1 | | 1 | 18 | 6 | 5 | 1 | 1 | |
| 21 | GRAND TOTAL | | | 86 | 3 | 7 | 3 | 2 | 2 | 2 | 3 | 2 | 2 | 10 | 28 | 10 | 6 | 2 | 3 | |
| 22 | QUALIFIED SECTION | | | | | | | | | | | | | | | | | | | |
| 23 | OFFICERS, WARRANT OFFICERS AND CIVILIANS | | | | | | | | | | | | | | | | | | | |
| 24 | | | | | | | | | | | | | | | | | | | | |
| 25 | Pilot - [illegible] engine | 1304 | Total Maj.Gen. Colonel Lt. Col. Major | 1 (1) | | | 1 (1) | 2 | 1 (1) 1 | 2 | | | | | | | | | | |
| 26 | Pilot - 2 engine | 1022 | Total Lt. Col. Major | | | | | 2 (2) | | | | | | | | | | | | |
| 27 | Pilot - single engine | 1054 | Major | | | | | | | | | | | | | | | | | |
| 28 | Administrative | 2130 | Total Colonel Major | | | 1 (1) | | | | | | | | 1 | | | | | | |
| 29 | Intelligence Evaluation | 9605 | Total Colonel Major Captain | | | | | | | | | | | | | | | | | |
| 30 | Intelligence - Combat | 9301 | Total Captain 1st Lt. Lt. Col. | | | | | | | | | | | | | | | | | |
| 31 | Supply and Evacuation Photographic - still | 4030 6540 | Total Lt. Col. Captain 1st Lt. | | | | | | | | 1 | | | | 2 | | | | | |
| 32 | Statistical Control | 6402 | Total Major Captain 1st Lt. | | | | | | | | | | | | | 1 | | | | |
| 33 | Historical Editor | 2121 | Total Colonel Major Captain 2nd. | | | | | | | | | | | | | | 2 (2) | 2 (2) | | |
| 34 | Insurance - staff | 4512 | Total Colonel Major Captain | | | | | | | | | | | | | | | | | |
| 35 | Lawyer Lawyer - staff Operational Analyst | 0130 7030 Civ.Tech | Captain CAF | | | | | | | | | | | | | 1 | | | | |
| 36 | AIR CREW | | | | | | | | | | | | | | | | | | | |
| 37 | Airplane crew chief | 750 | Total S/Sgt. | | | | | | | | | | | | | | | | | |
| 38 | Radio operator, and | 756 | Sgt. | | | | | | | | | | | | | | | | | |
| 39 | Administrative and clerical | | Total S/Sgt. | | | | | | | | | | | | | | | | | |
| 40 | Administrative specialist | 502 | T/Sgt. S/Sgt. Sgt. | | 1 | (1) | 1 | | | | | | 2 | 1 | 1 | 5 | 1 | 1 | 1 | |
| 41 | Clerk | 055 | Pvt. PFC | | | (1) | | | | | | | | | | (2) | (2) | (1) | (1) | |
| 42 | Clerk-typist | 405 | Pvt. Sgt. S/Sgt. | | | (1) | | | | | | | | | | | (2) | | | |
| 43 | Stenographer | 213 | PFC Sgt. | (5) | (2) | | (1) | | | | | | | (1) | | | | | | |

[a] Insert theater to which assigned

[b] This Board will be assigned to the senior Air Force Headquarters in the theater.

[c] Also chief of current history subsection.

[d] One (1) Photo Evaluation Unit consisting of one (1) officer and two (2) enlisted men, authorized per Air Ground Party operating in the theater. Senior officer in each combat area authorized in rank of Captain.

[e] Additional officers with major air headquarters in theater (pilots, intelligence, navy, morocco, Assembly)

[f] Specialized training

[g] May be WAC personnel. Civilian personnel may be substituted when desirable.



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Classified Message CM-IN-23358, 25 August 1944, from U. S. Army Air Forces India Burma Sector, Calcutta, India, listed CBI Evaluation Board requirements as follows:

TAB G CBI

| | |
|---|---|
| General Officer | 1 |
| Colonels | 2 |
| Lt. Colonels | 8 |
| Majors | 4 |
| Warrant Officers | 1 |
| Technical Sergeants | 3 |
| Staff Sergeants | 3 |
| Sergeants | 9 |
| Corporals | 7 |

1 General Officer

2 Air Force Officers
- 1 Colonel
- 1 Lt Colonel
  - SSN experience 2,162 or 2,166

2 Ordnance Officers
- 1 Colonel
- 1 Lt Colonel
  - SSN experience 4,512

2 Intelligence Officers
- 1 Lt Colonel
- 1 Major
  - SSN experience 9,301 or 9300

2 Statistical Officers
- 1 Lt Colonel
- 1 Major
  - SSN experience 6400 or 6402

3 Liaison Officers (Air Forces)
- Lt Colonels
  - SSN experience 2140

1 Radar Radio Officer
- Lt Colonel
  - SSN experience 7,888

1 Photo Interpreter Officer
- Major
  - SSN experience 8,503

1 Administrative Officer
- Major
  - SSN experience 2,120

1 Warrant Officer
- SSN experience 2120

2 Civilian Analyst

In addition to officers and civilians enumerated the following enlisted personnel are required:

5 Stenographers SSN experience 213
- Grades
  - 1 Tech Sgt
  - 1 Staff Sgt
  - 1 Sgt
  - 2 Cpls

4 Clerk Typists SSN experience 405
- Grades
  - 1 Staff Sgt
  - 1 Sgt
  - 2 Cpls

2 Statistical Clerks SSN Experience 502
- Grades
  - 1 Tech Sgt
  - 1 Staff Sgt

6 Statistical Clerks with SSN experience 055
- Grades
  - 4 Sgts
  - 2 Cpls

2 File Clerks SSN experience 055
- Grades
  - 1 Sgt
  - 1 Cpl

2 Statistic Draftsmen SSN experience 070
- Grades
  - 1 Tech Sgt
  - 1 Sgt

1 Supply Clerk SSN experience 885
- Grade
  - Sgt

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Classified Message CM-IN-1733, 2 September 1944, from U.S. Army Forces Pacific Ocean Areas, Ft. Shafter, T. H., listed minimum requirements for Evaluation Board as follows:

| | |
|---|---|
| General Officer | 1 |
| Colonels | 3 |
| Lt. Colonels | 3 |
| Majors | 2 |
| Captains | 3 |
| 1st Lt. | 1 |
| Technical Sergeants | 1 |
| Staff Sergeants | 2 |
| Sergeants | 3 |
| Corporals | 2 |

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August 21, 1944

MEMORANDUM: Authorized strength for AAF Evaluation Board, Pacific Ocean Area.

1. In order to obtain the additional personnel which I consider are necessary in order to carry out General Arnolds desires in so far as this Evaluation Board is concerned an authorized T/O is required.

2. Following one months experience in this theater and after having prepared the first report I find that I will need about twice the number of people with whom I was sent out plus a few extra for clerical assistance. This will be necessary in order to maintain observers constantly in the forward areas. I am strongly of the opinion that a worth while report cannot be prepared from dead material in existing files alone. At the same time an office must be maintained in Headquarters, AAFPOA since some of the information required is not available in the forward areas and in any event some of my people must remain behind preparing certain material for thereports while others are forward observing. If this is not done there will be a very long delay between the action to be reported and the action itself.

3. To meet this need I am asking for an authorized strength of ten officers and four enlisted grades. This is inclusive of the personnel now assigned to me. To provide for occasional promotion the following ranks and grades are desired:

| | | | |
|---|---|---|---|
| 1 | General Officer | Enlisted: | |
| 2 | Colonels | 1 | Second Grade |
| 2 | Lt. Colonels | 2 | Third Grade |
| 2 | Majors | 1 | Fourth Grade |
| 3 | Captains | | |

4. In addition to the officers now assigned to me and to fill the numbers requested above I desire to request the following by name or people of equal qualification:

Major James R. Smith, Material Command. An officer of pre-war experience, qualified pilot on all classes of aircraft, general gunnery, bombing, and combat experience with the ability to mix well with combat crews in this theater.

Major William E. Odom Jr., Western Flying Training Command. An officer with general bombardment pilotage experience qualified to judge the caliber of bombardment work in the theater.

Capt. D. R. Chamberlain, Hq. First Air Force. An experienced and able combat intelligence officer.

Capt. James C. Brown, Air Service Command, APO 953. An officer with previous enlisted experience who is most capable in administrative work.

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1st Lt. H. R. Merryweather or other similarly qualified aviation ordnance officer.

Pvt., 1 cl. Jane E. Doerges, Hq. First Air Force. An enlisted WAC with many years experience in stenographic and secretarial work.

5. In the case of the officers it is hardly possible to request these men by classification number alone. For the job which we are trying to do they must be known to have sound judgment and officers with a single qualification would be useless.

/s/ M. F. Scanlon

M. F. Scanlon
Brig. Gen. USA

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Classified Message CM-IN-1616, 2 September 1944, from Allied Force Headquarters, Caserta, Italy, listed requirements for AAF Evaluation Board as follows:

| | |
|---|---|
| General Officer | 1 |
| Colonels | 3 |
| Lt. Colonels | 4 |
| Majors | 7 |
| Captains | 4 |
| 1st Lt. (WAC) | 1 |
| Chief Warrant Officer | 1 |
| Warrant Officer (Jr. G) | 1 |
| Technical Sergeants | 2 |
| Staff Sergeants | 1 |
| Sergeants | 3 |
| Corporals | 1 |
| Staff Sergeants (WAC) | 4 |
| Sergeants (WAC) | 3 |

TAB D MTO

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# AAF EVALUATION BOARD
MEDITERRANEAN THEATER OF OPERATIONS
MAJOR GENERAL JOHN F. CURRY

LT. COL.
LT. COL.
CAPT. OR LT. WAC

## STATISTICAL DIVISION
CAPT. H.W. D'EATH
CAPT.
1 DRAFTSMAN E.M.

## OPERATIONAL ANALYS
ANALYST TO BE ASS
FROM Z.I.
1 STENOGRAPHER, W

## STRATEGIC & TACTICAL DIVISION
COLONEL P.K. MORRILL
LT. COL.
*1 STENOGRAPHER, WAC

### HEAVY BOMBARDMENT SECTION
* COL. M.R. GRAY
*1 STENOGRAPHER, WAC

### MEDIUM & LIGHT BOMBARDMENT
*MAJOR R.E. HERNDON
*1 CLERK-TYPIST, E.M.

### FIGHTER & FIGHTER BOMBER SECT.
COLONEL

## INTELLIGENCE DIVISION
MAJOR E.H. GARRY
CAPT.
*1 STENOGRAPHER, WAC

### STRATEGIC SECTION
* MAJOR

### TACTICAL SECTION
MAJOR OR CAPT. F.F. CHIMNEY

### MISCELLANEOUS RESEARCH SECT.
MAJOR OR CAPT.
1 CLERK-TYPIST, E.M.

## ORDNANCE DIVISION
COLONEL R.H. BASSETT
MAJOR
CWO
* T/SGT.
CLERK-TYPIST, E.M.
* STENOGRAPHER, WAC
STENOGRAPHER, WAC

### BOMB RESEARCH SECTION
LT. COL. ORD.
* CAPT. W.S. McEWAN ORD.
*1ST. LT. H.E. CIER ORD.

### CANNON, ROCKET & SMALL ARMS RESEARCH
*MAJ J. ZUMETA ORD. DEPT.

### MISCELLANEOUS RESEARCH SECTION
*MAJOR C.R. CHAPMAN ORD.

## COMMUN
MAJOR
LT. COL.
MAJOR McE
RARILY FI

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DIVISION
EATH
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# AAF EVALUATION BOARD
MEDITERRANEAN THEATER OF OPERATIONS
MAJOR GENERAL JOHN F. CURRY
LT. COL.
LT. COL.
CAPT. OR LT. WAC

## OPERATIONAL ANALYSIS DIVISION
ANALYST TO BE ASSIGNED FROM Z.I.
1 STENOGRAPHER, WAC

VISION
L

ECTION

MENT

R SECT.

## INTELLIGENCE DIVISION
MAJOR E.H. GARRY
CAPT.
* 1 STENOGRAPHER, WAC

## STRATEGIC SECTION
* MAJOR

## TACTICAL SECTION
MAJOR OR CAPT. F.F. CHIMNEY

## MISCELLANEOUS RESEARCH SECT.
MAJOR OR CAPT.
1 CLERK-TYPIST, E.M.

## ORDNANCE DIVISION
COLONEL R.H. BASSETT
MAJOR
CWO
* T/SGT.
CLERK-TYPIST, E.M.
* STENOGRAPHER, WAC
STENOGRAPHER, WAC

## BOMB RESEARCH SECTION
| | |
|---|---|
| LT. COL. | ORD. |
| * CAPT. W.S. McEWAN | ORD. |
| * 1st. LT. H.E. CIER | ORD. |

## CANNON, ROCKET & SMALL ARMS RESEARCH
* MAJ J. ZUMETA ORD DEPT

## MISCELLANEOUS RESEARCH SECTION
* MAJOR C.R. CHAPMAN ORD.

## COMMUNICATIONS DIVISION
MAJOR JR. McELDOWNEY
LT. COL.
MAJOR McELDOWNEY IS TEMPORARILY FILLING THIS ASSIGNMENT

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CAPT. H.W. D'EATH

CAPT.

1 DRAFTSMAN E.M.

LT. COL.

LT. COL.

CAPT. OR LT. WAC

ANALYST TO BE ASS
FROM Z.I.

1 STENOGRAPHER, W

**STRATEGIC & TACTICAL DIVISION**

COLONEL P.K. MORRILL

LT. COL.

*1 STENOGRAPHER, WAC

**HEAVY BOMBARDMENT SECTION**

* COL. M.R. GRAY

*1 STENOGRAPHER, WAC

**MEDIUM & LIGHT BOMBARDMENT**

*MAJOR R.E. HERNDON

*1 CLERK-TYPIST, E.M.

**FIGHTER & FIGHTER BOMBER SECT.**

COLONEL

**INTELLIGENCE DIVISION**

MAJOR E.H. GARRY

CAPT.

*1 STENOGRAPHER, WAC

**STRATEGIC SECTION**

* MAJOR

**TACTICAL SECTION**

MAJOR OR CAPT. F.F. CHIMNEY

**MISCELLANEOUS RESEARCH SECT.**

MAJOR OR CAPT.

1 CLERK-TYPIST, E.M.

**ORDNANCE DIVISION**

COLONEL R.H. BASSETT

MAJOR

CWO

*T/SGT.

CLERK-TYPIST, E.M.

* STENOGRAPHER, WAC

STENOGRAPHER, WAC

**BOMB RESEARCH SECTION**

| | |
|---|---|
| LT. COL. | ORD. |
| *CAPT. W.S. McEWAN | ORD. |
| *1st.LT. H.E. CIER | ORD. |

**CANNON, ROCKET & SMALL ARMS RESEARCH**

*MAJ J. ZUMETA ORD. DEPT.

**MISCELLANEOUS RESEARCH SECTION**

*MAJOR C.R. CHAPMAN ORD.

COMMUNI

MAJOR

LT. COL.

MAJOR McE

RARILY FI

NOTE-PERSONNEL STARRED (*) HAVE BEEN LOANED TO THE BOARD BY AAF/MTO UNITS

BLANK SPACES TO BE FILLED BY KEY PERSONNEL REQUESTED BY NAME FROM Z.I.

PROPOSED O

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(MEDITERRANEAN TH

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AS THAT SUBMITTE



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LT. COL.
LT. COL.
CAPT. OR LT. WAC

ANALYST TO BE ASSIGNED FROM Z.I.

1 STENOGRAPHER, WAC

**INTELLIGENCE DIVISION**

MAJOR E.H. GARRY
CAPT.
* 1 STENOGRAPHER, WAC

**STRATEGIC SECTION**

* MAJOR

**TACTICAL SECTION**

MAJOR OR CAPT. F.F. CHIMNEY

**MISCELLANEOUS RESEARCH SECT.**

MAJOR OR CAPT.
1 CLERK-TYPIST, E.M.

**ORDNANCE DIVISION**

COLONEL R.H. BASSETT
MAJOR
CWO
* T/SGT.
CLERK-TYPIST, E.M.
* STENOGRAPHER, WAC
STENOGRAPHER, WAC

**BOMB RESEARCH SECTION**

| | |
|---|---|
| LT. COL. | ORD. |
| * CAPT. W.S. McEWAN | ORD. |
| * 1st.LT. H.E. CIER | ORD. |

**CANNON, ROCKET & SMALL ARMS RESEARCH**

* MAJ J ZUMETA ORD DEPT

**MISCELLANEOUS RESEARCH SECTION**

* MAJOR C.R. CHAPMAN ORD.

**COMMUNICATIONS DIVISION**

MAJOR JR. McELDOWNEY
LT. COL.
MAJOR McELDOWNEY IS TEMPORARILY FILLING THIS ASSIGNMENT

EEN LOANED TO THE BOARD BY AAF/MTO UNITS
BY KEY PERSONNEL REQUESTED BY NAME FROM Z.I.

# PROPOSED ORGANIZATION
OF THE
# A A F EVALUATION BOARD
(MEDITERRANEAN THEATER OF OPERATIONS)
15 AUGUST 1944

THIS CHART IS ESSENTIALLY THE SAME AS THAT SUBMITTED EARLIER

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TAB A

RECOMMENDED COMPOSITION OF AAF EVALUATION BOARDS

| | ETO | | MTO | | POA | | FEA | | CBI | |
|---|---|---|---|---|---|---|---|---|---|---|
| | Theater Recomm. | OC & R Recomm. | Theater Recomm. | OC & R Recomm. | Theater Recomm. | OC & R Recomm. | Theater Recomm. | OC & R Recomm. | Theater Recomm. | OC & R Recomm. |
| General | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 |
| Colonel | 4 | 4 | 8 | 4 | 3 | 3 | 5 | 4 | 2 | 2 |
| Lt Colonel | 3 | 2 | 4 | 3 | 3 | 3 | 5 | 2 | 8 | 4 |
| Major | 10 | 5 | 7 | 5 | 2 | 2 | 9 | 6 | 4 | 3 |
| Captain | 11 | 6 | 4 | 4 | 3 | 3 | 11 | 5 | 0 | 3 |
| 1st Lieutenant | 3 | 2 | 1 | 0 | 1 | 1 | 10 | 2 | 0 | 1 |
| 2nd Lieutenant | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Officers | 32 | 20 | 25 | 17 | 13 | 13 | 41 | 20 | 15 | 14 |
| C W O | 0 | 0 | 1 | | 0 | 0 | | 0 | 0 | 0 |
| J W O | 1 | 0 | 1 | 1 | 0 | 0 | 1 | 0 | 1 | 0 |
| Total W O | 1 | 0 | 2 | 1 | 0 | 0 | 1 | 0 | 1 | 0 |
| M/Sgt | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 |
| T/Sgt | 3 | 2 | 2 | 2 | 1 | 2 | 1 | 2 | 3 | 2 |
| S/Sgt | 5 | 4 | 5 | 5 | 2 | 2 | 4 | 3 | 3 | 2 |
| Sgt | 6 | 6 | 6 | 6 | 3 | 5 | 16 | 7 | 9 | 6 |
| Cpl | 6 | 4 | 1 | 2 | 1 | 3 | 13 | 5 | 7 | 5 |
| Pfc | 10 | 4 | 0 | 0 | 0 | 0 | 7 | 2 | 0 | 0 |
| Pvt | 9 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 |
| Total EM | 39 | 20 | 14 | 15 | 8 | 12 | 43 | 19 | 22 | 15 |
| Civilians | 0 | 1 | 0 | 1 | 0 | 1 | 1 | 1 | 2 | 1 |
| Grand Total | 72 | 41 | 41 | 34 | 21 | 26 | 86 | 40 | 40 | 30 |

1192

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| | Specification Serial Number | Grade | ETO Theater Recommendation | ETO OC&R Recommendation | MTO Theater Recommendation | MTO OC&R Recommendation | POA Theater Recommendation | POA OC&R Recommendation | CBI Theater Recommendation | CBI OC&R Recommendation | FEA Theater Recommendation | FEA OC&R Recommendation |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| OFFICERS | | | | | | | | | | | | |
| President of Board | 0002 | Gen | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 |
| Air Force Officers | | Total | 3 | 3 | 5 | 4 | 4 | 4 | 4 | 3 | 7 | 6 |
| 4 Engine | | Col | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 |
| | | LtCol | | | | | | | 1 | 0 | 1 | 0 |
| | | Major | | | | | | | | | 1 | 1 |
| | | Capt | | | | | 1 | 1 | | | | |
| 2 Engine | | Col | | | 1 | 0 | | | | | 0 | 1 |
| | | LtCol | 0 | 1 | 1 | 1 | 1 | 1 | 0 | 1 | 2 | 0 |
| | | Major | 1 | 0 | | | | | | | 1 | 1 |
| | | Capt | | | | | | | 0 | 1 | | |
| (Fighter) 1 Engine | | Col | 1 | 1 | 2 | 2 | 1 | 1 | 0 | 1 | 0 | 1 |
| | | Lt Col | | | | | | | 0 | 1 | | |
| | | Major | | | | | | | | | 1 | 1 |
| | | Capt | | | | | | | 0 | 1 | | |
| Administrative Officer | 2120 | Total | 3 | 1 | 3 | 1 | 1 | 1 | 2 | 1 | 3 | 1 |
| | | Col | | | 1 | 0 | | | 1 | | 1 | |



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| Specification Serial Number | Grade | ETO Theater Recommendation | ETO OC&R Recommendation | MTO Theater Recommendation | MTO OC&R Recommendation | POA Theater Recommendation | POA OC&R Recommendation | CBI Theater Recommendation | CBI OC&R Recommendation | FEA Theater Recommendation | FEA OC&R Recommendation |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 0002 | Gen | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 |
| | Total | 3 | 3 | 5 | 4 | 4 | 4 | 2 | 2 | 7 | 5 |
| | Col | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 |
| | LtCol | | | | | | | 1 | 0 | 1 | 0 |
| | Major | | | | | | | | | 1 | 1 |
| | Capt | | | | | 1 | 1 | | | | |
| | Col | | | 1 | 0 | | | | | 0 | 1 |
| | LtCol | 0 | 1 | 1 | 1 | 1 | 1 | 0 | 1 | 2 | 0 |
| | Major | 1 | 0 | | | | | | | 1 | 1 |
| | Capt | | | | | | | 0 | 1 | | |
| | Col | 1 | 1 | 2 | 2 | 1 | 1 | | | 0 | 1 |
| | Lt Col | | | | | | | 0 | 1 | | |
| | Major | | | | | | | | | 1 | 1 |
| | Capt | | | | | | | 0 | 1 | | |
| 2120 | Total | 3 | 1 | 3 | 1 | 1 | 1 | 2 | 1 | 3 | 1 |



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|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Administrative Officer | 2120 | Total | 3 | 1 | 3 | 1 | 1 | 1 | 2 | 1 | 2 | 1 | | | | | | | | | | | |
| | | Col | | | 1 | 0 | | | | | 1 | 0 | | | | | | | | | | | |
| | | LtCol | 3 | 1 | 0 | 1 | 1 | 1 | | | 0 | 1 | | | | | | | | | | | |
| | | Major | | | | | | | 1 | 1 | 1 | 0 | | | | | | | | | | | |
| | | Capt | | | 1 | 0 | | | | | | | | | | | | | | | | | |
| | | 1stLt | | | 1 | 0 | | | | | | | | | | | | | | | | | |
| | | W/O | | | | | | | | | | | | | | | | | | | | | |
| Liaison Officer | 2140 | Total | 5 | 0 | 1 | 0 | | | 3 | 3 | | | | | | | | | | | | | |
| | | LtCol | | | 1 | 0 | | | 3 | 0 | | | | | | | | | | | | | |
| | | Major | 2 | 0 | | | | | | | | | | | | | | | | | | | |
| | | Capt | 3 | 0 | | | | | | | | | | | | | | | | | | | |
| | | Capt | 2 | 0 | | | | | | | | | | | | | | | | | | | |
| Analysis Officer | | | | | | | | | | | | | | | | | | | | | | | |
| Ordnance Officer | 4512 | Total | 5 | 4 | 7 | 4 | 2 | 2 | 2 | 2 | 2 | 1 | | | | | | | | | | | |
| | | Col | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | | | | | | | | | | | |
| | | LtCol | | | 1 | 0 | | | 1 | 1 | | | | | | | | | | | | | |
| | | Major | 1 | 1 | 3 | 2 | | | | | 1 | 0 | | | | | | | | | | | |
| | | Capt | 2 | 2 | 1 | 1 | | | | | | | | | | | | | | | | | |
| | | 1stLt | | | | | 1 | 1 | | | | | | | | | | | | | | | |
| | | CWO | 1 | 0 | 1 | 0 | | | | | | | | | | | | | | | | | |
| Engineer | 7010 | Total | 3 | 3 | | | 1 | 1 | | | 1 | 1 | | | | | | | | | | | |
| | | Major | 1 | 1 | | | | | | | | | | | | | | | | | | | |
| | | Capt | 2 | 2 | | | 1 | 1 | | | 1 | 1 | | | | | | | | | | | |
| Commandant | --- | Major | 1 | 0 | | | | | | | | | | | | | | | | | | | |
| Interpreter | --- | Total | 3 | 3 | | | | | | | | | | | | | | | | | | | |
| | | Capt | 1 | 1 | | | | | | | | | | | | | | | | | | | |
| | | 1stLt | 2 | 2 | | | | | | | | | | | | | | | | | | | |
| Statistical Officer | 6402 | Total | 1 | 1 | 2 | 1 | 1 | 1 | 4 | 1 | 3 | 1 | | | | | | | | | | | |
| | | LtCol | | | | | | | 1 | 0 | | | | | | | | | | | | | |
| | | Major | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | | | | | | | | | | | |
| | | Capt | | | 1 | 0 | | | | | 1 | 0 | | | | | | | | | | | |
| | | 1stLt | | | | | | | | | 1 | 0 | | | | | | | | | | | |
| Leader for Target Teams | | Total | 3 | 3 | | | | | | | | | | | | | | | | | | | |
| | | Major | 2 | 2 | | | | | | | | | | | | | | | | | | | |
| | | Capt | 0 | 1 | | | | | | | | | | | | | | | | | | | |
| Supply Officer | 4000 | Total | 2 | 0 | | | | | | | | | | | | | | | | | | | |
| | | Capt | 1 | 0 | | | | | | | | | | | | | | | | | | | |
| | | 1stLt | 1 | 0 | | | | | | | | | | | | | | | | | | | |
| Intelligence Officer | 9605 | Total | 1 | 1 | 5 | 4 | 2 | 2 | 2 | 2 | 4 | 6 | | | | | | | | | | | |
| | or | Col | 1 | 1 | 1 | 0 | | | | | 1 | 0 | | | | | | | | | | | |
| | 9301 | LtCol | | | 0 | 0 | | | 1 | 0 | 0 | 1 | | | | | | | | | | | |
| | | Major | | | 3 | 2 | 1 | 1 | 1 | 1 | 2 | 1 | | | | | | | | | | | |



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|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 2120 | Total | 3 | 1 | 3 | 1 | 1 | 1 | 2 | 1 | 2 | 1 | | | | | | | | |
| | Col | | | 1 | 0 | | | | | 1 | 0 | | | | | | | | |
| | LtCol | 3 | 1 | 0 | 1 | 1 | 1 | | | 0 | 1 | | | | | | | | |
| | Major | | | | | | | 1 | 1 | 1 | 0 | | | | | | | | |
| | Capt | | | 1 | 0 | | | | | | | | | | | | | | |
| | lstLt | | | 1 | 0 | | | 1 | 3 | | | | | | | | | | |
| | W/O | | | | | | | | | | | | | | | | | | |
| 2140 | Total | 3 | 0 | 1 | 0 | | | 3 | 3 | | | | | | | | | | |
| | LtCol | | | 1 | 0 | | | 3 | 0 | | | | | | | | | | |
| | Major | 2 | 0 | | | | | | | | | | | | | | | | |
| | Capt | 3 | 0 | | | | | | | | | | | | | | | | |
| | Capt | 2 | 0 | | | | | | | | | | | | | | | | |
| 4512 | Total | 5 | 4 | 7 | 4 | 2 | 2 | 2 | 2 | 2 | 1 | | | | | | | | |
| | Col | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | | | | | | | | |
| | LtCol | | | 1 | 0 | | | 1 | 1 | | | | | | | | | | |
| | Major | 1 | 1 | 3 | 2 | | | | | 1 | 0 | | | | | | | | |
| | Capt | 2 | 2 | 1 | 1 | | | | | | | | | | | | | | |
| | lstLt | | | | | 1 | 1 | | | | | | | | | | | | |
| | CWO | 1 | 0 | 1 | 0 | | | | | | | | | | | | | | |
| 7010 | Total | 3 | 3 | | | 1 | 1 | | | 1 | 1 | | | | | | | | |
| | Major | 1 | 1 | | | | | | | | | | | | | | | | |
| | Capt | 2 | 2 | | | 1 | 1 | | | 1 | 1 | | | | | | | | |
| --- | Major | 1 | 0 | | | | | | | | | | | | | | | | |
| --- | Total | 3 | 3 | | | | | | | | | | | | | | | | |
| | Capt | 1 | 1 | | | | | | | | | | | | | | | | |
| | lstLt | 2 | 2 | | | | | | | | | | | | | | | | |
| 6402 | Total | 1 | 1 | 2 | 1 | 1 | 1 | 2 | 1 | 3 | 1 | | | | | | | | |
| | LtCol | | | | | | | 1 | 0 | | | | | | | | | | |
| | Major | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | | | | | | | | |
| | Capt | | | 1 | 0 | | | | | 1 | 0 | | | | | | | | |
| | lstLt | | | | | | | | | 1 | 0 | | | | | | | | |
| | Total | 3 | 3 | | | | | | | | | | | | | | | | |
| | Major | 2 | 2 | | | | | | | | | | | | | | | | |
| | Capt | 0 | 1 | | | | | | | | | | | | | | | | |
| 4000 | Total | 2 | 0 | | | | | | | | | | | | | | | | |
| | Capt | 1 | 0 | | | | | | | | | | | | | | | | |
| | lstLt | 1 | 0 | | | | | | | | | | | | | | | | |
| 9605 | Total | 1 | 1 | 5 | 4 | 2 | 2 | 2 | 2 | 4 | 6 | | | | | | | | |
| or | Col | 1 | 1 | 1 | 0 | | | | | 1 | 0 | | | | | | | | |
| 9301 | LtCol | | | 0 | 0 | | | 1 | 0 | 0 | 1 | | | | | | | | |
| | Major | | | 3 | 2 | 1 | 1 | 1 | 1 | 2 | 1 | | | | | | | | |
| | | | | | | | | | | 2 | 3 | | | | | | | | |

TAB B

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|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Capt | | | 1 | 2 | 1 | 1 | 0 | 1 | 3 | 2 | | | | | | | | |
| | 1stLt | | | | | | | | | | | | | | | | | | |
| 0200 | Total | | | 2 | 2 | 1 | 1 | | | | | | | | | | | | |
| | Col | | | 1 | 0 | | | | | | | | | | | | | | |
| | LtCol | | | 1 | 1 | 1 | 1 | | | | | | | | | | | | |
| 8503 | Total | | | | | | | 1 | 1 | | | | | | | | | | |
| | Major | | | | | | | 1 | 1 | | | | | | | | | | |
| | Capt | | | | | | | 0 | 1 | | | | | | | | | | |
| 7888 | LtCol | | | | | | | 1 | 1 | | | | | | | | | | |
| 4010 | Total | | | | | | | | | 1 | 1 | | | | | | | | |
| | LtCol | | | | | | | | | 1 | 0 | | | | | | | | |
| | Major | | | | | | | | | 0 | 1 | | | | | | | | |
| 8540 | Total | | | | | | | | | 10 | 1 | | | | | | | | |
| | LtCol | | | | | | | | | 1 | 0 | | | | | | | | |
| | Capt | | | | | | | | | 3 | 1 | | | | | | | | |
| | 1stLt | | | | | | | | | 6 | 0 | | | | | | | | |
| 0210 | Capt | | | | | | | | | 1 | 1 | | | | | | | | |
| 2421 | Total | | | | | | | | | 5 | 0 | | | | | | | | |
| | Col | | | | | | | | | 1 | 0 | | | | | | | | |
| | Major | | | | | | | | | 1 | 0 | | | | | | | | |
| | Capt | | | | | | | | | 2 | 0 | | | | | | | | |
| | W/O | | | | | | | | | 1 | 0 | | | | | | | | |
| --- | W/O | | | 1 | 1 | | | | | | | | | | | | | | |
| 0200 | CAPT | | | 0 | 1 | | | | | | | | | | | | | | |
| | Civ. | 0 | 1 | 0 | 1 | 0 | 1 | 2 | 1 | 1 | 1 | | | | | | | | |
| | | 33 | 21 | 27 | 19 | 13 | 4 | 18 | 15 | 43 | 21 | | | | | | | | |
| 502 | Total | 1 | 1 | 1 | 1 | 1 | 1 | 2 | 1 | 2 | 1 | | | | | | | | |
| | M/Sgt | | | | | | | | | 1 | 0 | | | | | | | | |
| | T/Sgt | 1 | 1 | | | 1 | 1 | 1 | 1 | 1 | 1 | | | | | | | | |
| | S/Sgt | | | 1 | 1 | | | 1 | 2 | | | | | | | | | | |
| 405 | Total | 11 | 5 | 3 | 3 | 3 | 3 | 4 | 4 | 3 | 4 | | | | | | | | |
| | S/Sgt | 3 | 1 | 2 | 1 | 1 | 1 | 1 | 1 | 0 | 1 | | | | | | | | |
| | Sgt | 3 | 2 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 2 | | | | | | | | |
| | Cpl | 3 | 2 | 0 | 1 | 1 | 1 | 2 | 2 | 1 | 1 | | | | | | | | |
| | Pfc | 2 | 0 | | | | | | | 1 | 0 | | | | | | | | |
| 213 | Total | 3 | 4 | 5 | 5 | 4 | 5 | 5 | 3 | 1 | 5 | | | | | | | | |
| | T/Sgt | | | | | | | 1 | 1 | | | | | | | | | | |
| | S/Sgt | 1 | 1 | 2 | 2 | 1 | 1 | 1 | 1 | 0 | 1 | | | | | | | | |
| | | 1 | 1 | 3 | 2 | 3 | 3 | 3 | 1 | 1 | 3 | | | | | | | | |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 8540 | Total | | | | | | | | | | 10 | 1 |
| | | LtCol | | | | | | | | | | 1 | 0 |
| | | Capt | | | | | | | | | | 3 | 1 |
| | | 1stLt | | | | | | | | | | 6 | 0 |
| | 0210 | Capt | | | | | | | | | | 1 | 1 |
| | 2421 | Total | | | | | | | | | | 5 | 0 |
| | | Col | | | | | | | | | | 1 | 0 |
| | | Major | | | | | | | | | | 1 | 0 |
| | | Capt | | | | | | | | | | 2 | 0 |
| | | W/O | | | | | | | | | | 1 | 0 |
| | --- | W/O | | | 1 | 1 | | | | | | | |
| | 0200 | CAPT | | | 0 | 1 | | | | | | | |
| | | Civ. | 0 | 1 | 0 | 1 | 0 | 1 | 2 | 1 | 1 | 1 | |
| | | | 33 | 21 | 27 | 19 | 12 | 4 | 18 | 15 | 43 | 21 | |
| | 502 | Total | 1 | 1 | 1 | 1 | 1 | 1 | 2 | 1 | 3 | 1 | |
| | | M/Sgt | | | | | | | | | 1 | 0 | |
| | | T/Sgt | 1 | 1 | | | 1 | 1 | 1 | 1 | 1 | 1 | |
| | | S/Sgt | | | 1 | 1 | | | 1 | 2 | | | |
| | 405 | Total | 11 | 5 | 3 | 3 | 3 | 3 | 4 | 4 | 3 | 4 | |
| | | S/Sgt | 3 | 1 | 2 | 1 | 1 | 1 | 1 | 1 | 0 | 1 | |
| | | Sgt | 3 | 2 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 2 | |
| | | Cpl | 2 | 2 | 0 | 1 | 1 | 1 | 2 | 2 | 1 | 1 | |
| | | Pfc | 2 | 0 | | | | | | | 1 | 0 | |
| | 213 | Total | 3 | 4 | 5 | 5 | 4 | 5 | 5 | 3 | 1 | 5 | |
| | | T/Sgt | | | | | | | 1 | 1 | | | |
| | | S/Sgt | 1 | 1 | 2 | 2 | 1 | 1 | 1 | 1 | 0 | 1 | |
| | | Sgt | 1 | 1 | 3 | 2 | 2 | 2 | 1 | 1 | 5 | 3 | |
| | | Cpl | 1 | 2 | 0 | 1 | 1 | 2 | 2 | 0 | 2 | 1 | |
| erk | 055 | Total | 0 | 2 | 0 | 1 | 0 | 1 | 8 | 6 | 7 | 4 | |
| | | S/Sgt | 0 | 1 | | | | | | | 1 | 1 | |
| | | Sgt | 0 | 1 | 0 | 1 | 0 | 1 | 5 | 3 | 1 | 1 | |
| | | Cpl | | | | | | | 2 | 3 | 6 | 1 | |
| | | Pfc | | | | | | | | | 4 | 1 | |
| | | Pvt | | | | | | | | | 1 | 0 | |
| | 667 | Cpl | 1 | 0 | | | | | | | | | |
| | 826 | Total | 2 | 1 | | | | | | | | | |
| | | T/Sgt | 1 | 0 | | | | | | | | | |
| | | Sgt | 1 | 1 | | | | | 1 | 0 | | | |
| | 835 | Sgt | | | 1 | 1 | 0 | 1 | | | 0 | 1 | |
| | 815 | T/Sgt | | | 1 | 1 | 0 | 1 | 2 | 1 | 2 | 1 | |
| | 070 | Total | | | | | | | 1 | 0 | | | |
| | | T/Sgt | | | | | | | 1 | 1 | | | |
| | | Sgt | | | 1 | 1 | 0 | 1 | | | | | |
| | | Cpl | | | | | | | | | 1 | 1 | |
| | | Pfc | | | | | | | | | 1 | 0 | |
| | 152 | Total | 4 | 3 | | | | | | | 18 | 2 | |
| | | T/Sgt | 1 | 1 | | | | | | | | | |
| | | S/Sgt | 1 | 1 | | | | | | | | | |
| | | Sgt | 1 | 1 | | | | | | | 4 | 1 | |
| | | Cpl | 1 | 0 | | | | | | | 2 | 1 | |
| | 345 | Total | 9 | 4 | | | | | | | 1 | 0 | |
| | | S/Sgt | | | | | | | | | | | |
| | | PFC | 7 | 4 | | | | | | | | | |
| | | PVT | 2 | 0 | | | | | | | | | |
| | 060 | Pfc | 1 | 0 | | | | | | | | | |
| | 521 | Pvt | 7 | 0 | | | | | | | | | |
| | --- | Total | | | 3 | 3 | | | | | | | |
| | | T/Sgt | | | 1 | 1 | | | | | | | |
| | | Sgt | | | 1 | 1 | | | | | | | |
| | | Cpl | | | 1 | 1 | | | | | | | |
| | 750 | S/Sgt | | | | | | | | | 1 | 0 | |
| | 756 | S/Sgt | | | | | | | | | 1 | 0 | |
| D MEN | | | 39 | 20 | 14 | 15 | 8 | 12 | 22 | 15 | 43 | 19 | |
| LISTED MEN | | | 72 | 41 | 41 | 34 | 21 | 26 | 40 | 30 | 86 | 40 | |

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AAF EVALUATION BOARD
APO 887

Auth: CG, USSTAF
DATE: 26 Aug '44
Initials: JBG

322

24 August 1944

MEMORANDUM:

TO : Commanding General, Army Air Forces, Washington 25, D. C.

SUBJECT: : Personnel Requirements, AAF Evaluation Board.

REFERENCE : WARX-32894 dated 13 August 1944 (USSTAF Number 12651).

1. The attached Table presents the minimum number of personnel (Officer, enlisted and civilian) required for the AAF Evaluation Board, based on maintaining 3 teams in the field. The estimate is based on experience gained thus far, including personal experience of the President of the Board in an eight day survey of Targets in France, and on experience of similar surveys by the Air Forces and British organizations. As more targets are uncovered by the advancing Ground Forces more target teams will be needed and the analysis and administration sections must then be increased.

2. Two operating and administrative Headquarters are necessary at present, one in England and one in France. Preliminary information required for survey of the targets is located in the Headquarters in both countries and liaison must be maintained at them. The Board itself, inexperienced in target evaluation, must remain for the present in England to utilize the excellent facilities and organizations set up by our own and the British Headquarters for the analysis of targets.

3. USSTAF has kindly furnished the Board personnel in the numbers previously requested. It is believed, however, that better qualified personnel must be secured in some instances if the best results are to be obtained. The British organizations which have already been working on bomb damage assessment for at least 3 years have found that target teams report must be accurately quantitative and only specialists can make such reports. The Board has found by its own study of team reports already secured that they do not give sufficient accurate information on which to base analyses.

TAB C ETO

4. A Target Team should consist of the following:

1 LEADER who is well trained in Air Force tactics and bombing procedures. He should be a field officer with combat experience.

1 CIVIL ENGINEER preferably with architectural experience, capable of analysing all types of construction, buildings, road, bridge and so forth.

1 ORDNANCE OFFICER with bomb disposal or proving ground experience.

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1 INTERPRETER. Much valuable information can be secured from inhabitants, French now - German later.

1 EXPERT GROUND PHOTOGRAPHER.

In addition experts along various lines should be available for specific targets when needed. For steel plants a man experienced in the operation of such plants; for refineries, an oil man; for airplane factories, an aviation production man and so forth.

5. In the very near future it will be necessary to add ten (10) more Target Teams to the inclosed Manning Table. Each of these teams to consist of four officers and two enlisted men. The enlisted man to be used as a jeep driver and one expert photographer.

6. The Liaison Officers should be graduates of the Combat Intelligence School or of the Applied Tactics School, with combat analysis experience. Many targets are not capable of analysis because of the destruction over long periods of time or because they do not afford any lesson bearing on the directive issued to the Board. Only a trained Operational Combat Analyst can make the proper selections from the immense number of targets available in the files of the various headquarters. If targets are not carefully selected much time of the target teams and of the Board will be wasted.

7. A field housekeping, messing and transportation organization must be maintained in France to allow the Target Teams to do their work unburdened by the struggle for existence and to prevent parasitic interference with Air Force Headquarters which are fighting the war.

8. If additional Target Teams are necessary they should consist of 4 officers and 2 enlisted men each.

a. The following specialists should be available on call for specific targets:

1 Oil Refinery expert
1 Steel Plant expert
1 Aviation Production expert
1 Metal Manufacturing expert

For the Commanding General:

/s/

J. B. GORDON,
Colonel, AGD
Asst Adj Gen.

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MANNING TABLE
AAF EVALUATION BOARD
IN EUROPEAN THEATER OF OPERATIONS

| | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | U K | | | France | | | | | | |
| | | Specification serial number | Grade | Total | President of board | Administrative | Liaison | Analysis section | Executive | Liaison | Administrative | Target team #1 | Target team #2 | Target team #3 | | |
| 1 | Major general | | | 1 | 1 | | | | | | | | | | | |
| 2 | Colonel | | | 4 | | 4 | | | | | | | | | | |
| 3 | Lieutenant colonel | | | 3 | 1 | 1 | | | 1 | | | | | | | |
| 4 | Major | | | 10 | 1 | 2 | 1 | | | 1 | | 2 | 1 | 2 | | |
| 5 | Captain | | | 11 | | | 2 | 2 | | 1 | 1 | 2 | 2 | 1 | | |
| 6 | First lieutenant | | | 3 | | 1 | | | | | | | 1 | 1 | | |
| 7 | Total commissioned | | | 32 | 3 | 8 | 3 | 2 | 1 | 2 | 1 | 4 | 4 | 4 | | |
| 8 | Warrant officer | | | 1 | | 1 | | | | | | | | | | |
| 9 | Technical sergeant | | | 3 | | 1 | | 1 | | | 1 | | | | | |
| 10 | Staff sergeant | | | 5 | | | 1 | 2 | | | 1 | 1 | | | | |
| 11 | Sergeant | | | 6 | | 1 | 1 | 1 | | 1 | 1 | | 1 | | | |
| 12 | Corporal | | | 6 | | 1 | 1 | 1 | | 1 | 1 | | | 1 | | |
| 13 | Private first class | | | 10 | 1 | 2 | | 1 | | | 6 | | | | | |
| 14 | Private | | | 9 | | 4 | | | | | 5 | | | | | |
| 15 | Total enlisted | | | 39 | 1 | 9 | 3 | 6 | | 2 | 18 | 1 | 1 | 1 | | |
| 16 | Aggregate | | | 72 | 4 | 18 | 6 | 8 | 1 | 4 | 19 | 5 | 5 | 5 | | |
| 17 | QUALIFICATION SECTION | | | | | | | | | | | | | | | |
| 18 | OFFICERS AND WARRANT OFFICERS | | | | | | | | | | | | | | | |
| 19 | Analysis officer | | Total | 2 | | | | 2 | | | | | | | | |
| 20 | (Four to come from Board) | | Capt | (2) | | | | (2) | | | | | | | | |
| 21 | Board members | | Total | 6 | 1 | 5 | | | | | | | | | | |
| 22 | President | | M Gen | (1) | (1) | | | | | | | | | | | |
| 23 | | | Col | (4) | | (4) | | | | | | | | | | |
| 24 | | | Maj | (1) | | (1) | | | | | | | | | | |



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|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 25 | Commandant | | Total | 1 | | 1 | | | | | | | | | | |
| 26 | | | Maj | (1) | | (1) | | | | | | | | | | |
| 27 | Liaison | | Total | 5 | | | 3 | | | 2 | | | | | | |
| 28 | (with 8th AF, 9th AF and RAF) | | Maj | (2) | | | (1) | | | (1) | | | | | | |
| 29 | | | Capt | (3) | | | (2) | | | (1) | | | | | | |
| 30 | Target officer | | Total | 12 | | | | | | | | 4 | 4 | 4 | | |
| 31 | Leader | | Maj | (3) | | | | | | | | (1) | (1) | (1) | | |
| 32 | Engineer | | Maj | (1) | | | | | | | | (1) | | | | |
| 33 | | | Capt | (2) | | | | | | | | | (1) | (1) | | |
| 34 | Ordnance | | Maj | (1) | | | | | | | | | | (1) | | |
| 35 | | | Capt | (2) | | | | | | | | (1) | (1) | | | |
| 36 | Interpreter | | Capt | (1) | | | | | | | | (1) | | | | |
| 37 | | | 1stLt | (2) | | | | | | | | | (1) | (1) | | |
| 38 | Administrative | | Total | 5 | 1 | 2 | | | 1 | | 1 | | | | | |
| 39 | Executive | | LtCol | (3) | (1) | (1) | | | (1) | | | | | | | |
| 40 | Supply | | Capt | (1) | | | | | | | (1) | | | | | |
| 41 | | | 1stLt | (1) | | (1) | | | | | | | | | | |
| 42 | ENLISTED MEN | | | | | | | | | | | | | | | |
| 43 | Administrative NCO | 502 | Total | 1 | | | | | | | 1 | | | | | |
| 44 | | | T Sgt | (1) | | | | | | | (1) | | | | | |
| 45 | Chauffeur | 344 | Total | 1 | 1 | | | | | | | | | | | |
| 46 | | | Pfc | (1) | (1) | | | | | | | | | | | |
| 47 | Clerk typist | 405 | Total | 11 | | | 3 | 3 | | 2 | 3 | | | | | |
| 48 | | | S Sgt | (3) | | | (1) | (1) | | | (1) | | | | | |
| 49 | | | Sgt | (3) | | | (1) | | | (1) | (1) | | | | | |
| 50 | | | Cpl | (3) | | | (1) | (1) | | (1) | | | | | | |
| 51 | | | Pfc | (2) | | | | (1) | | | (1) | | | | | |
| 52 | Message center clerk | 667 | Total | 1 | | 1 | | | | | | | | | | |
| 53 | | | Cpl | (1) | | (1) | | | | | | | | | | |
| 54 | Supply NCO | 826 | Total | 2 | | 1 | | | | | 1 | | | | | |
| 55 | | | T Sgt | (1) | | (1) | | | | | | | | | | |
| 56 | | | Sgt | (1) | | | | | | | (1) | | | | | |
| 57 | Stenographer | 213 | Total | 3 | | 1 | | 2 | | | | | | | | |
| 58 | | | S/Sgt | (1) | | | | (1) | | | | | | | | |
| 59 | | | Sgt | (1) | | (1) | | | | | | | | | | |
| 60 | | | Cpl | (1) | | | | (1) | | | | | | | | |
| 61 | Photographer | 152 | Total | 4 | | | | 1 | | | | 1 | 1 | 1 | | |
| 62 | | | T/Sgt | (1) | | | | (1) | | | | | | | | |
| 63 | | | S/Sgt | (1) | | | | | | | | (1) | | | | |
| 64 | | | Sgt | (1) | | | | | | | | | (1) | | | |
| 65 | | | Cpl | (1) | | | | | | | | | | (1) | | |
| 66 | Driver, Jeep | 345 | Total | 8 | | 2 | | | | | 6 | | | | | |
| 67 | | | Pfc | (6) | | (2) | | | | | (4) | | | | | |
| 68 | | | Pvt | (2) | | | | | | | (2) | | | | | |
| 69 | Cooks | 060 | Total | 1 | | | | | | | 1 | | | | | |
| 70 | | | Pfc | (1) | | | | | | | (1) | | | | | |
| 71 | Basics | 521 | Total | 7 | | 4 | | | | | 3 | | | | | |
| 72 | | | Pvt | (7) | | (4) | | | | | (3) | | | | | |



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SUBJECT: Establishment of Army Air Forces Evaluation Boards.

TO: Commanding General, European Theater of Operations
Commanding General, Mediterranean Theater of Operations, USA

1. Letter AG 334, AAF Evaluation Board (1 Aug 44) OB-S-AFREC, 23 August 1944, subject as above, is rescinded insofar as it pertains to your theater.

2. There is being initiated in the several theaters of operations a critical evaluation of the conduct and effectiveness of air attack. Such evaluation at this time is of greatest importance not only in assisting to determine the lessons which can be applied to aerial warfare throughout the balance of the war, but also in the determination of future air policy. There is being assigned to you, as a nucleus of the Army Air Forces Evaluation Board in your theater, at no cost to your troop basis and for further assignment to your senior Army Air Forces Headquarters.the following personnel:

3. This Board is established for the purpose of evaluating the conduct and effectiveness of air attack, particularly in your theater. It should be afforded the opportunity to make full use of existing agencies and records, theater, air, ground, in arriving at its evaluation. Access to combat units and free movement throughout the theater will be essential to its mission. Its position resembles in no sense that of an Inspector General agency. Its evaluation should reflect the utmost impartiality of judgment.

4. There is, however, another agency (The United States Strategic Bombing Survey) being organized, with headquarters in England, with the primary function of surveying the effects of the strategic bombing of Europe. This survey organization was established under a directive from the Secretary of War which stated that it would be "the controlling organization within the field of

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evaluation of air attack." Therefore, the Evaluation Board will provide such assistance and advice as may be required of it by the head of the U. S. Strategic Bombing Survey and will coordinate its activities with that survey agency to avoid duplication of effort.

5. It is essential that we determine now the merits of our past use of air power so that we may, with economy, direct and employ air power to the attainment of maximum results during this war and in the future. It is essential that we examine the potential value of radical departures from established and conventional usage of air. We must observe, and report, the effectiveness of enemy air action. It is essential that we determine the true effect land-based air must exert on fleet tactics and naval strategy. The reports which the Board submits will be used to arrive at solutions to these problems.

6. In evaluating the conduct and effectiveness of air attack, the Board should consider - but not to the exclusion of other matters - the following points:

a. The relative effectivenss of various type bombs and fuzes against tactical objectives.

b. The relative effectiveness of aircraft cannon, machine guns, and rockets against all types of tactical targets.

c. The use and effectiveness of medium bombers as compared to utilizing heavy bombers, fighters, or a combination of both against similar targets.

d. The efficiency and effectiveness of the tactical and technical employment of aircraft on both strategic and tactical missions.

e. The effectivenss of the existing air organization particularly with respect to their adaptability to other areas and other conditions.

f. The general applicability of tactics and technique peculiar to the theater, especially in view of local climate, terrain, and enemy

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technique which have influenced our operations in the air.

g. The effect of good and bad intelligence evaluations on the planning and conduct of over-all tactical operations.

h. The adequacy of the tactical air communications system, especially with respect to the offensive use of radar and control facilities and the speed and facility of attack on targets of opportunity.

i. The tactical target selection system - results versus effort expended.

j. The various type targets selected in furtherance of tactical air operations.

k. The use and effectiveness of heavy bombers in carrying out tactical air operations.

l. The effectiveness of various aircraft types in performing tactical air missions.

m. The effectiveness of air in isolating the battlefield through cutting communications (bridges, choke points, railways, sea traffic).

n. The effectiveness of steps which have been taken to permit night and bad weather air operations.

o. The psychological effect of air bombardment upon the enemy troops.

p. Failures and successes of an outstanding nature which have occurred in carrying out planned efforts, together with the reasons to which they can be attributed.

q. Observations on training, personnel, morale, leadership, technique and equipment pertinent to the operational aspects of the problem should be given full consideration.

8. It can be seen from the above that the work of the Board will be



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concerned primarily with tactical operations. There will necessarily be, however, a certain amount of strategic operations which the Board may properly wish to evaluate as well as a certain amount of tactical operations which the U. S. Strategic Bombing Survey will have to evaluate. It is emphasized that the U. S. Strategic Bombing Survey, because of the origin of its directive, is the pre-eminent evaluation authority in your theater and there must be close cooperation and coordination between both of the above agencies for them to successfully complete their mission.

9. Reports of the Board should be submitted in quadruplicate to Headquarters, Army Air Forces, as War Department agency of primary interest, through established theater channels. In addition, one copy of each report should be submitted direct to the U. S. Strategic Bombing Survey, London, England. Initial report should be submitted in sixty (60) days and subsequent reports each thirty (30) days thereafter.



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COPY

BASED ON: 1st Ind. AFREQ/T, 21 Aug 1944, fm Hq, AAF, to TAG.
COMPARED: er/mb Lt. Col. Rouse, 73045

SUBJECT: Establishment of Air Force Evaluation Board.

AG 334 AAF Evaluation Board (1 Aug 44) OB-S-AFREQ — 1st Ind. — KDH/er 2B-939 Pentagon

WD, AGO, Washington 25, D.C., 23 August 1944

TO: Commanding General, European Theater of Operations.

1. Inclosed is a revised letter concerning the Army Air Forces Evaluation Board in your theater incorporating certain of the amendments recommended by you.

2. Upon final approval and organization of the Combined Bomber Offensive Survey to investigate and evaluate the strategic bombing effect upon the German war making ability, this directive will be further revised to include paragraph 2 and paragraph 7 of your recommended amendments, modified as may be necessary.

3. With reference to paragraph 4 a, basic communication upon final determination of the composition of your Evaluation Board, your theater troop basis will be increased accordingly in order that the assignment of the Evaluation Board to your theater will be at no cost to your troop basis.

4. With reference to paragraph 4 b, basic communication, additional personnel will normally be assigned to your Evaluation Board from the United States. However, if there are enlisted personnel available within the theater who can be assigned to the Evaluation Board, this should be done, within the limits of the final authorized troop basis, with proper notification made to Headquarters, Army Air Forces (including name, rank and serial number) for issuance of necessary orders.

By order of the Secretary of War:

/s/ Lester R. Jensen

ADJUTANT GENERAL.

2 Incls.
Incl 1 - n/c
Incl 2 - Added
Ltr, AG 334 AAF Evaluation Board
(1 Aug 44)OB-S-AFREQ, 23 August 1944,(5 cys).

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WAR DEPARTMENT
The Adjutant General's Office
Washington 25, D. C.

COPY NO.____

AG 334 AAF Evaluation Board
(1 Aug 44) OB-S-AFREQ

KDH/er 2B-939 Pentagon

23 August 1944

SUBJECT: Establishment of Army Air Forces Evaluation Board.

SECRET
Auth: T. A. G.
Initials: AEL
Date: 23 Aug 44

TO: See Attached Sheet.

BASED ON: 1st Ind. AFREQ/T, 21 August 1944, to TAG. (Lt. Col. Rouse, 73045)

COMPARED: Maj. Davis/er Lt. Col. Rouse, 73045

1. Letter AG 334, AAF Evaluation Board (27 Jun 44) OB-S-AFREQ, 29 June 1944, subject as above, is rescinded.

2. There is being initiated in the several theaters of operations a critical evaluation of the conduct and effectiveness of air attack. Such evaluation at this time is of greatest importance, not only in assisting to determine the lessons which can be applied to aerial warfare throughout the balance of the war, but also in the determination of future air policy. There is being assigned to you, as the nucleus of the AAF Evaluation Board in your theater, at no cost to your troop basis and for further assignment to your senior Army Air Forces Headquarters the following personnel:

See Attached Sheet.

3. This Board is established for the purpose of evaluating the conduct and effectiveness of air attack, particularly in your theater. It should be afforded the opportunity to make full use of existing agencies and records, theater, air, ground, in arriving at its evaluation. Access to combat units and free movement throughout the theater will be essential to its mission. Its position resembles in no sense that of an Inspector General agency. Its evaluation should reflect the utmost impartiality of judgment.

4. It is essential that we determine now the merits of our past use of air power so that we may, with economy, direct and employ air power to the attainment of maximum results during this war and in the future. It is essential that we examine the potential value of radical departures from established and conventional usage of air. We must observe, and report, the effectiveness of enemy air action. It is essential that we determine the true effect land-based air must exert on fleet tactics and naval strategy. The reports which the Board submits will be used to arrive at solutions to these problems.

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5. In evaluating the conduct and effectiveness of air attack the Board should consider--but not to the exclusion of other matters--the following points, coordinating where necessary with any other similar agency to prevent duplication of effort:

a. The relative effectiveness of various type bombs and fuzes against strategic and tactical objectives.

b. The relative effectiveness of aircraft cannon, machine guns, and rockets against surface targets.

c. The use and effectiveness of medium bombers as compared to utilizing heavy bombers, fighters, or a combination of both against similar targets.

d. The effectiveness of the existing air organization and formations, particularly with respect to their adaptability to other areas and other conditions.

e. The general applicability of tactics and technique peculiar to the theater, especially in view of local climate, terrain, and enemy tactics which have influenced our operations in the air.

f. The effect of good and bad intelligence evaluations on the planning and conduct of over-all operations. As examples of these, consider the diversion of bombing effort to German pilotless aircraft launching sites and the problems of target selection in the case of the German oil industry. How accurate was our appraisal of the strength of the German Air Force?

g. The adequacy of the tactical air communications system, especially with respect to the offensive use of radar and control facilities and the speed and facility of attack on targets of opportunity.

h. The strategic as well as tactical target selection system--results versus effort expended.

i. The various type targets selected in furtherance of tactical air operations.

j. The use and effectiveness of heavy bombers in carrying out tactical air operations.

k. The effectiveness of various aircraft types in performing tactical air missions.

l. The effectiveness of air in isolating the battlefield through cutting communications (bridges, choke points, railways, sea traffic).



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m. The effectiveness of steps which have been taken to permit night and bad weather air operations.

n. The psychological effect of air bombardment upon the enemy troops and people, and the value of morale bombing.

o. Failures and successes of an outstanding nature which have occurred in carrying out planned efforts, together with the reasons to which they can be attributed.

6. Observations on training, personnel, morale, leadership, technique and equipment pertinent to the operational aspects of the problem should be given full consideration.

7. Reports of the Board should be submitted in quadruplicate to the Headquarters, Army Air Forces, as the War Department agency of primary interest, through established theater channels. Initial report should be submitted in 60 days and subsequent reports each 30 days thereafter.

By order of the Secretary of War:

/s/ A. E. O'Leary

Adjutant General.

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COPY OF SAME LETTER GOING TO:

Commanding General, European Theater of Operations.
Commanding General, North African Theater of Operations.
Commanding General, China Burma, India Theater Hdqrs.
Commanding General, Southwest Pacific Theater.
Commanding General, Pacific Ocean Areas.

NAMES TO BE INSERTED:

| | |
|---|---|
| Commanding General, ETO | Maj. Gen. Jacob E. Fickel, O-2177 |
| | Col. Arthur J. Melanson, O-10180 |
| | Col. William H. Beatty, O-184903 |
| | Col. John A. Wheeler, O-8740 |
| | Capt. Warren M. Hirsch, O-649501 |
| | Capt. Carlson R. Thomas, O-790420 |
| Commanding General, NATO | |
| | Maj. Gen. John F. Curry, O-2353 |
| | Col. Ralph H. Bassett, O-12432 |
| | Col. Phineas K. Morrill, O-17766 |
| | Maj. Edward H. Garry, O-205476 |
| | Maj. James R. McEldowney, O-335094 |
| | 1st Lt. Harley W. D'Eath, O-650285 |
| Commanding General, CBI, Theater Hdqrs. | Brig. Gen. Shepler W. Fitzgerald, O-3212 |
| | Col. Fay O. Dice, O-17049 |
| | Col. Thomas E. Wood, O-19483 |
| | Maj. Elisha E. Evans, O-100712 |
| | Maj. Harold K. Knoy, O-905374 |
| | Cpl. Henry G. Cowan, 15126653 |
| | Sgt. Woodrow W. Wilson, 35213791 |
| CIC, SWPA | Maj. Gen. William E. Lynd, O-5156 |
| | Col. Don O. Darrow, O-20429 |
| | Col. Samuel Smellow, O-18439 |
| | Lt. Col. Howard B. Johnson, O-364359 |
| | Maj. Claud A. Brewer, O-365101 |
| | Capt Edwin B. Bartow, O-649006 |
| CG, Pacific Ocean Areas | Brig. Gen. Martin F. Scanlon, O-3285 |
| | Col. Roger V. Williams, O-17408 |
| | Col. Merle W. Williams, O-18820 |
| | Maj. Hubert L. Manning, O-917837 |
| | Capt. Lawrence S. Munson, O-649995 |
| | Sgt. Guiseppe Malucchi, 13106218 |

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DISTRIBUTION SHEET

AG 334 AAF Evaluation Board
(1 Aug 44) OB-S-AFREQ

KDH/er 2B-939 Pentagon

23 August 1944.

SUBJECT: Establishment of Army Air Forces Evaluation Board.

TO: See Office Below:

| OFFICE | NO. OF CYS | CYS NOS INCL. |
|---|---|---|
| CG, ETO | 5 | 1-5 |
| CG, NATO | 1 | 6 |
| CG, CBI THEATER Hdqrs | 1 | 7 |
| CIC, SWPA | 1 | 8 |
| CG, Pacific Ocean Areas | 1 | 9 |
| File | 1 | 10 |
| 2B-939 | 1 | 11 |
| Mimeo | 1 | 12 |
| Ditto | 20 | 13-32 |

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HEADQUARTERS
UNITED STATES STRATEGIC AIR FORCES
IN EUROPE
Office of Commanding General

[redacted]
AUTH: [redacted] DATE: JUL 23 1944 INITIALS:

22 July 1944

General H. H. Arnold,
Headquarters, Army Air Forces,
Washington, D. C.

Dear Hap:

In reply to your letter of 6 July 1944 and following up my cable to you of 15 July, I am inclosing a paper giving suggested amendments of the War Department directive dated 29 June to CG, ETO, subject: "Establishment of Army Air Forces Evaluation Board".

This redraft is designed to eliminate overlapping of functions between this Evaluation Board, on the one hand, and the proposed Combined Bomber Offensive Survey, on the other hand. In general, the effect of the changes suggested will be to confine the scope of the Evaluation Board (headed by General Pickel) to a study of all air tactics and technique and the effects of tactical bombing operations, leaving to the Bomber Offensive Survey (to be headed by an outstanding civilian) the study of the effects of strategic bombing operations.

This redraft is also intended to insure to all interested agencies that reports by the Board are impartial, by providing that these reports will be sent direct to Washington, rather than through any theater headquarters, and by making it clear that personnel ordered for duty with the Board will be attached for administration, but will not be assigned to Hq, USSTAF. In this connection it is assumed that all additional personnel assigned, from within or without the theater, to CG, ETOUSA for duty with the Evaluation Board are not to be charged against either ETOUSA or USSTAF troop basis.

If you approve the proposed changes, I suggest you have your people arrange for the War Department to rescind the directive of 29 June and issue a revised directive to CG, ETOUSA in the form indicated. Incidentally General Pickel brought over with him an unsigned and undated copy of a directive addressed to him and prepared for signature of Barney Giles, which we are now assuming should be disregarded in view of the receipt of the War Department directive of 29 June, signed by the Adjutant General, which is quite different.

In a second indorsement to the War Department letter which we received through ETO, I am pointing out the unsatisfactory features of the directive and am inclosing copies of my proposed amendments. I also am recommending that the entire matter be reviewed and that a revised directive be issued.

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Our ideas on the scope of the Combined Bomber Offensive Survey were indicated in the statement of objectives and functions set out on Chart "A" inclosed with my letter to you of 12 May 1944 and in the added statement of functions for the proposed G.A.F. branch of the survey, inclosed with my letter to you of 18 July 1944. I inclose a consolidated statement of the suggested objectives and functions, revised to insure proper coordination.

I very much hope that necessary action will be taken at the earliest possible date to obtain Mr. Conant as the civilian head of the Bomber Offensive Survey and to activate the organization to operate under him along the lines recommended in my letters of 17 June and 18 July.

Sincerely,

CARL SPAATZ,
Lieutenant General, U.S.A.,
Commanding

2 Incls:
#1 - Suggested redraft of WD Directive dtd 29 June to Gen. Eisenhower.
#2 - Consolidated statement of suggested objectives and functions.

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22 July 1944

SUGGESTED AMENDMENTS TO THE
WAR DEPARTMENT DIRECTIVE TO THE CG, ETO, USA, 29 JUNE 1944

SUBJECT: Establishment of Army Air Forces Evaluation Board

Notes: a. Paragraph numbers correspond to those in the original letter.

b. Only those paragraphs believed to require change are reproduced herein.

c. Parts recommended for deletion are typed in and then struck out. Recommended substitutions and additions are underlined.

1. There is being initiated in the several theaters of operations a critical evaluation of the conduct and effectiveness of air attack. Such evaluation at this time is of greatest importance, not only in assisting to determine the lessons which can be applied to aerial warfare throughout the balance of the war, but also in the determination of future air policy. ~~There is being assigned to you,~~ As the nucleus of the AAF Evaluation Board in your theater, and at no cost to your troop basis, ~~and for further assignment to your senior Army Air Forces Headquarters the following personnel~~ there is being attached to your headquarters a group of officers as listed hereafter. The members of this group are permanently assigned to Headquarters Army Air Forces and, while serving on detached service in the theater, will be furnished certain administrative services by the Commanding General, Army Air Forces. These will include the supply of additional personnel, promotion, and any permanent change of orders. The theater commander will furnish housekeeping, transportation, and other facilities necessary to the accomplishment of the mission. For the purposes of liaison and assistance, you may, at your discretion, further attach this Board to your senior Army Air Forces Headquarters. Personnel forming the nucleus of the Board in your theater are as follows:

* * * * * * * *

2. This Board is ~~to be~~ established for the purpose of evaluating the conduct and effectiveness of air attack particularly in your theater. There is, however, another agency being set up with the somewhat over-lapping function of surveying the effect of the strategic bombing of Europe, but that survey will be concerned with the effects of strategic operations against Europe from all bases and by all of the Allies. The work of the AAF Evaluation Board will then serve to supplement that of the survey agency, and the Board will be subordinated in an advisory capacity to the survey agency in the specialized investigation of the effects of strategic bombing upon the German war-making ability. ~~It~~ The Board should be afforded the opportunity to make full use of existing agencies and records, theater, air, and ground, in arriving at its evaluation. Access to combat units and free movement throughout the theater will be essential to its mission. Its position resembles in no sense that of an Inspector General agency. Its evaluation should reflect the utmost impartiality of judgment.

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Suggested Amendments..., 22 Jul 44.

4. In evaluating the conduct and effectiveness of air attack, the Board should consider--but not to the exclusion of other matters--the following points, coordinating where necessary with any other similar agencies to prevent duplication of effort:

* * * * * * *

4. h. The strategic as well as tactical target selection system--results versus effort expended.

* * * * * * * *

4. i. The psychological effect of air bombardment upon the enemy ~~nation~~ troops and people, and the value of morale ~~building~~ bombing.

* * * * * * * *

6. Reports of the Board should be submitted in quadruplicate direct to the Headquarters, Army Air Forces, as the War Department agency of primary interest, ~~through established theater channels~~ and information copies made available to you and to your Senior Army Air Forces Headquarters. Initial report should be submitted in 60 days and subsequent reports each 30 days thereafter.

* * * * * * *

Note: The following paragraph is recommended as an addition to the directive.

7. The Board will provide such assistance and advice as may be required of it by the head of the survey which is being established to determine the effects of strategic bombing in Europe, and will coordinate its activities with this other survey organization, so as to avoid duplication of effort.

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AFREQ
Col Giffin/ek/4627
27 June 1944

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[redacted] by authority of
CG AAF

Date Initials

AFREQ

MEMORANDUM FOR THE CHIEF OF STAFF:
(Attention: Assistant Chief of Staff, OPD)

Subject: AAF Evaluation Boards

I. Discussion

1. Whereas usage in battle of ground and naval forces complies with and leans upon the lessons of recorded history, proper usage of air in battle must depend largely upon the constant evaluation of recent and current operations. Doctrine expressed in FM 100-20 "Command and Employment of Air Power" is considered sound and effective: little other firm doctrine exists. The magnitude of our air operations, separate and in conjunction with surface forces, demands evaluation of cost and return to permit not only the adducing of lessons applicable to this war but of lessons applicable to the next. We must find new means of defeating an enemy experienced in all conventional methods of war. It is essential that we evaluate on a long-term basis the role of air to assist in determining and justifying a sound postwar military establishment.

2. It is considered most desirable that Boards of Officers qualified to examine and evaluate air operations and effort in each of the major combat theaters be established at once. The cost involved in establishing such Boards is a slight increase in the troop basis for the theaters to which they are assigned.

3. General Arnold has discussed this matter with General Marshall and Admiral King and the proposal has approval of the Joint Chiefs of Staff.

II. Recommendation

The Secretary of War directs that the attached letters addressed to:

Commanding General, European Theater of Operations, U.S.A.
Commanding General, U. S. Forces, Mediterranean Theater of Operations

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Commanding General, U. S. Forces, China-Burma-India
Theater of Operations
Commanding General, U. S. Forces, Southwest
Pacific Theater of Operations
Commanding General, Central Pacific Theater of
Operations

be signed and forwarded.

BARNEY M. GILES,
Lieutenant General, U. S. Army,
Deputy Chief of Staff.

5 Incls:
1 - Ltr to CG, ETO, USA
2 - Ltr to CG, U.S.Forces, MTO
3 - Ltr to CG, U.S.Forces, CBI
4 - Ltr to CG, U.S. Forces, SW Pac Th
5 - Ltr to CG, Cent Pac Theater

Dispatched
27 JUN 1944
AAG

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SUBJECT: Establishment of Army Air Forces Evaluation Board

TO: Commanding General
European Theater of Operations, U.S.A.
APO 887, New York

1. There is being initiated in the several theaters of operations a critical evaluation of the effectiveness of air attack. Such evaluation at this time is of greatest importance, not only in assisting to determine the lessons which can be applied to aerial warfare throughout the balance of the war but in the determination of future air policy. There is being assigned to you, as the nucleus of the AAF Evaluation Board in your theater, at no cost to your troop basis and for further assignment to your senior Army Air Forces Headquarters the following personnel:

Major General Jacob E. Fickel
Colonel Arthur J. Melanson
Colonel William H. Beatty
Colonel John A. Wheeler
Captain David (NMI) Slater
One (1) qualified operational analyst

2. This Board is to be established for the purpose of evaluating the effectiveness of air attack in your theater. It should be afforded the opportunity to make full use of existing agencies and records, theater, air, and ground, in arriving at its evaluation. Access to combat units and free movement throughout the theater will be essential to its mission. Its position resembles in no sense that of an Inspector General agency. Its evaluation should reflect the utmost impartiality of judgment.

3. It is essential that we determine now the merits of our past use of air power so that we may, with economy, direct and employ air power to the attainment of maximum results during this war and in the future. It is essential that we examine the potential value of radical departures from established and conventional usage of air. We must observe, and report, the effectiveness of enemy air action. It is essential that we determine the true effect land-based air must exert on fleet tactics and naval strategy. The reports which the Board submits will be used to arrive at solutions to these problems.

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4. In evaluating the effectiveness of air attack the Board should consider--but not to the exclusion of other matters--the following points:

a. The relative effectiveness of various type bombs and fuzes against strategic and tactical objectives.

b. The relative effectiveness of aircraft cannon, machine guns, and rockets against surface targets.

c. The use and effectiveness of medium bombers as compared to utilizing heavy bombers, fighters, or a combination of both against similar targets.

d. The effectiveness of the existing air organization and formations, particularly with respect to their adaptability to other areas and other conditions.

e. The general applicability of tactics and technique peculiar to the theater, especially in view of local climate, terrain, and enemy tactics which have influenced our operations in the air.

f. The effect of good and bad intelligence evaluations on the planning and conduct of over-all operations. As exa ples of these, consider the diversion of bombing effort to German pilotless aircraft launching sites and the problems of target selection in the case of the German oil industry. How accurate was our appraisal of the strength of the German Air Force?

g. The adequacy of the tactical air communications system, especially with respect to the offensive use of radar and control facilities and the speed and facility of attack on targets of opportunity.

h. The strategic target selection system--results versus effort expended.

i. The various type targets selected in furtherance of tactical air operations.

j. The use and effectiveness of heavy bombers in carrying out tactical air operations.

k. The effectiveness of various aircraft types in performing tactical air missions.

l. The effectiveness of air in isolating the battlefield through cutting communications (bridges, choke points, railways, sea traffic).



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m. The effectiveness of steps which have been taken to permit night and bad weather air operations.

n. The psychological effect of air bombardment on the enemy nation and the value of morale building.

o. Failures and successes of an outstanding nature which have occurred in carrying out planned efforts, together with the reasons to which they can be attributed.

5. Observations on training, personnel, morale, leadership, technique and equipment pertinent to the operational aspects of the problem should be given full consideration.

6. Reports of the Board should be submitted in quadruplicate to the Headquarters, Army Air Forces, as the War Department agency of primary interest, through established theater channels. Initial report should be submitted in 60 days and subsequent reports each 30 days thereafter.



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AFREQ
Col Giffin/hn/4627
27 Jun 44

SUBJECT: Establishment of Army Air Forces Evaluation Board

TO: Commanding General
U. S. Forces Mediterranean Theater of Operations
A.P.O. 534
New York, New York

1. There is being initiated in the several theaters of operations a critical evaluation of the effectiveness of air attack. Such evaluation at this time is of greatest importance, not only in assisting to determine the lessons which can be applied to aerial warfare throughout the balance of the war but in the determination of future air policy. There is being assigned to you, as the nucleus of the AAF Evaluation Board in your theater, at no cost to your troop basis and for further assignment to your senior Army Air Forces Headquarters the following personnel:

Major General John F. Curry
Colonel Roger V. Williams
Colonel Ralph H. Bassett
Major Elisha E. Evans
Captain Warren M. Hirsch
One (1) qualified operational analyst.

2. This Board is to be established for the purpose of evaluating the effectiveness of air attack in your theater. It should be afforded the opportunity to make full use of existing agencies and records, theater, air, and ground, in arriving at its evaluation. Access to combat units and free movement throughout the theater will be essential to its mission. Its position resembles in no sense that of an Inspector General agency. Its evaluation should reflect the utmost impartiality of judgment.

3. It is essential that we determine now the merits of our past use of air power so that we may, with economy, direct and employ air power to the attainment of maximum results during this war and in the future. It is essential that we examine the potential value of radical departures from established and conventional usage of air. We must observe, and report, the effectiveness of enemy air action. It is essential that we determine the true effect land-based air must exert on fleet tactics and naval strategy. The reports which the Board submits will be used to arrive at solutions to these problems.



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4. In evaluating the effectiveness of air attack the Board should consider - but not to the exclusion of other matters - the following points:

a. The relative effectiveness of various type bombs and fuzes against strategic and tactical objectives.

b. The relative effectiveness of aircraft cannon, machine guns, and rockets against surface targets.

c. The use and effectiveness of medium bombers as compared to utilizing heavy bombers, fighters, or a combination of both against similar targets.

d. The effectiveness of the existing air organization and formations, particularly with respect to their adaptability to other areas and other conditions.

e. The general applicability of tactics and technique peculiar to the theater, especially in view of local climate, terrain, and enemy tactics which have influenced our operations in the air.

f. The effect of good and bad intelligence evaluations on the planning and conduct of over-all operations. As examples of these, consider the diversion of bombing effort to German pilotless aircraft launching sites and the problems of target selection in the case of the German oil industry. How accurate was our appraisal of the strength of the German Air Force?

g. The adequacy of the tactical air communications system, especially with respect to the offensive use of radar and control facilities and the speed and facility of attack on targets of opportunity.

h. The strategic target selection system - results versus effort expended.

i. The various type targets selected in furtherance of tactical air operations.

j. The use and effectiveness of heavy bombers in carrying out tactical air operations.

k. The effectiveness of various aircraft types in performing tactical air missions.

l. The effectiveness of air in isolating the battlefield through cutting communications (bridges, choke points, railways, sea traffic).

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m. The effectiveness of steps which have been taken to permit night and bad weather air operations.

n. The psychological effect of air bombardment on the enemy nation and the value of morale building.

o. Failures and successes of an outstanding nature which have occurred in carrying out planned efforts, together with the reasons to which they can be attributed.

5. Observations on training, personnel, morale, leadership, technique and equipment pertinent to the operational aspects of the problem should be given full consideration.

6. Reports of the Board should be submitted in quadruplicate to the Headquarters, Army Air Forces, as the War Department agency of primary interest, through established theater channels. Initial report should be submitted in 60 days and subsequent reports each 30 days thereafter.



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AFRE:
Col Giffin/br/4627
27 Jun 44

SUBJECT: Establishment of Army Air Forces Evaluation Board

TO: Commanding General,
China, Burma India Theater of Operations
APo 879, San Francisco

1. There is being initiated in the several theaters of operations a critical evaluation of the effectiveness of air attack. Such evaluation at this time is of greatest importance, not only in assisting to determine the lessons which can be applied to aerial warfare throughout the balance of the war but in the determination of future air policy. There is being assigned to you, as the nucleus of the AAF Evaluation Board in your theater, at no cost to your troop basis and for further assignment to your senior Army Air Forces Headquarters the following personnel:

Brigadier General Shepler W. Fitzgerald
Colonel Felix L. Vidal
Colonel Thomas E. Woods
Lieutenant Colonel George D. Hastings
Captain Edwin B. Bartow
One (1) qualified operational analyst.

2. This Board is to be established for the purpose of evaluating the effectiveness of air attack in your theater. It should be afforded the opportunity to make full use of existing agencies and records, theater, air, and ground, in arriving at its evaluation. Access to combat units and free movement throughout the theater will be essential to its mission. Its position resembles in no sense that of an Inspector General agency. Its evaluation should reflect the utmost impartiality of judgment.

3. It is essential that we determine now the merits of our past use of air power so that we may, with economy, direct and employ air power to the attainment of maximum results during this war and in the future. It is essential that we examine the potential value of radical departures from established and conventional usage of air. We must observe, and report, the effectiveness of enemy air action. It is essential that we determine the true effect land-based air must exert on fleet tactics and naval strategy. The reports which the Board submits will be used to arrive at solutions to these problems.



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4. In evaluating the effectiveness of air attack the Board should consider--but not to the exclusion of other matters--the following points:

a. The relative effectiveness of various type bombs and fuzes against strategic and tactical objectives.

b. The relative effectiveness of aircraft cannon, machine guns, and rockets against surface targets.

c. The use and effectiveness of medium bombers as compared to utilizing heavy bombers, fighters, or a combination of both against similar targets.

d. The effectiveness of the existing air organization and formations, particularly with respect to their adaptability to other areas and other conditions.

e. The general applicability of tactics and technique peculiar to the theater, especially in view of local climate, terrain, and enemy tactics which have influenced our operations in the air.

f. The effect of good and bad intelligence evaluations on the planning and conduct of over-all operations. As examples of these, consider the diversion of bombing effort to German pilotless aircraft launching sites and the problems of target selection in the case of the German oil industry. How accurate was our appraisal of the strength of the German Air Force?

g. The adequacy of the tactical air communications system, especially with respect to the offensive use of radar and control facilities and the speed and facility of attack on targets of opportunity.

h. The strategic target selection system--results versus effort expended.

i. The various type targets selected in furtherance of tactical air operations.

j. The use and effectiveness of heavy bombers in carrying out tactical air operations.

k. The effectiveness of various aircraft types in performing tactical air missions.

l. The effectiveness of air in isolating the battlefield through cutting communications (bridges, choke points, railways, sea traffic).

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m. The effectiveness of steps which have been taken to permit night and bad weather air operations.

n. The psychological effect of air bombardment on the enemy nation and the value of morale building.

o. Failures and successes of an outstanding nature which have occurred in carrying out planned efforts, together with the reasons to which they can be attributed.

5. Observations on training, personnel, morale, leadership, technique and equipment pertinent to the operational aspects of the problem should be given full consideration.

6. Reports of the Board should be submitted in quadruplicate to the Headquarters, Army Air Forces, as the War Department agency of primary interest, through established theater channels. Initial report should be submitted in 60 days and subsequent reports each 30 days thereafter.

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AFREQ
Col Giffin/hn/4627
27 Jun 44

SUBJECT: Establishment of Army Air Forces Evaluation Board

TO: Commanding General
U. S. Forces Southwest Pacific Theater of Operations
A.P.O. 500
San Francisco, California

1. There is being initiated in the several theaters of operations a critical evaluation of the effectiveness of air attack. Such evaluation at this time is of greatest importance, not only in assisting to determine the lessons which can be applied to aerial warfare throughout the balance of the war but in the determination of future air policy. There is being assigned to you, as the nucleus of the AAF Evaluation Board in your theater, at no cost to your troop basis and for further assignment to your senior Army Air Forces Headquarters the following personnel:

Major General William S. Lynd
Colonel William R. Morgan
Colonel Samuel Smallow
Lieutenant Colonel Howard B. Johnson
Major Harold Knoy
One (1) qualified operational analyst.

2. This Board is to be established for the purpose of evaluating the effectiveness of air attack in your theater. It should be afforded the opportunity to make full use of existing agencies and records, theater, air, and ground, in arriving at its evaluation. Access to combat units and free movement throughout the theater will be essential to its mission. Its position resembles in no sense that of an Inspector General agency. Its evaluation should reflect the utmost impartiality of judgment.

3. It is essential that we determine now the merits of our past use of air power so that we may, with economy, direct and employ air power to the attainment of maximum results during this war and in the future. It is essential that we examine the potential value of radical departures from established and conventional usage of air. We must observe, and report, the effectiveness of enemy air action. It is essential that we determine the true effect land-based air must exert on

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fleet tactics and naval strategy. The reports which the Board submits will be used to arrive at solutions to these problems.

4. In evaluating the effectiveness of air attack the Board should consider - but not to the exclusion of other matters - the following points:

a. The relative effectiveness of various type bombs and fuzes against strategic and tactical objectives.

b. The relative effectiveness of aircraft cannon, machine guns, and rockets against surface targets.

c. The use and effectiveness of medium bombers as compared to utilizing heavy bombers, fighters, or a combination of both against similar targets.

d. The effectiveness of the existing air organization and formations, particularly with respect to their adaptability to other areas and other conditions.

e. The general applicability of tactics and technique peculiar to the theater, especially in view of local climate, terrain, and enemy tactics which have influenced our operations in the air.

f. The effect of good and bad intelligence evaluations on the planning and conduct of over-all operations. As examples of these, consider the diversion of bombing effort to German pilotless aircraft launching sites and the problems of target selection in the case of the German oil industry. How accurate was our appraisal of the strength of the German Air Force?

g. The adequacy of the tactical air communications system, especially with respect to the offensive use of radar and control facilities and the speed and facility of attack on targets of opportunity.

h. The strategic target selection system - results versus effort expended.

i. The various type targets selected in furtherance of tactical air operations.

j. The use and effectiveness of heavy bombers in carrying out tactical air operations.

k. The effectiveness of various aircraft types in performing tactical air missions.

l. The effectiveness of air in isolating the battlefield through cutting communications (bridges, choke points, railways, sea traffic).

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m. The effectiveness of steps which have been taken to permit night and bad weather air operations.

n. The psychological effect of air bombardment on the enemy nation and the value of morale building.

o. Failures and successes of an outstanding nature which have occurred in carrying out planned efforts, together with the reasons to which they can be attributed.

5. Observations on training, personnel, morale, leadership, technique, and equipment pertinent to the operational aspects of the problem should be given full consideration.

6. Reports of the Board should be submitted in quadruplicate to the Headquarters, Army Air Forces, as the War Department agency of primary interest, through established theater channels. Initial report should be submitted in 60 days and subsequent reports each 30 days thereafter.



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SUBJECT: Establishment of Army Air Forces Evaluation Board

TO: Commanding General,
Central Pacific Theater of Operations,
APO 958, San Francisco

1. There is being initiated in the several theaters of operations a critical evaluation of the effectiveness of air attack. Such evaluation at this time is of greatest importance, not only in assisting to determine the lessons which can be applied to aerial warfare throughout the balance of the war but in the determination of future air policy. There is being assigned to you, as the nucleus of the AAF Evaluation Board in your theater, at no cost to your troop basis and for further assignment to your senior Army Air Forces Headquarters the following personnel:

Brigadier General M. F. Scanlon
Colonel Fay O. Dice
Colonel Merle R. Williams
Major Hubert L. Manning
Captain Lawrence S. Munson
One (1) qualified operational analyst.

2. This Board is to be established for the purpose of evaluating the effectiveness of air attack in your theater. It should be afforded the opportunity to make full use of existing agencies and records, theater, air, and ground, in arriving at its evaluation. Access to combat units and free movement throughout the theater will be essential to its mission. Its position resembles in no sense that of an Inspector General agency. Its evaluation should reflect the utmost impartiality of judgment.

3. It is essential that we determine now the merits of our past use of air power so that we may, with economy, direct and employ air power to the attainment of maximum results during this war and in the future. It is essential that we examine the potential value of radical departures from established and conventional usage of air. We must observe, and report, the effectiveness of enemy air action. It is essential that we determine the true effect land-based air must exert on fleet tactics and naval strategy. The reports which the Board submits will be used to arrive at solutions to these problems.



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4. In evaluating the effectiveness of air attack the Board should consider--but not to the exclusion of other matters--the following points:

a. The relative effectiveness of various type bombs and fuzes against strategic and tactical objectives.

b. The relative effectiveness of aircraft cannon, machine guns, and rockets against surface targets.

c. The use and effectiveness of medium bombers as compared to utilizing heavy bombers, fighters, or a combination of both against similar targets.

d. The effectiveness of the existing air organization and formations, particularly with respect to their adaptability to other areas and other conditions.

e. The general applicability of tactics and technique peculiar to the theater, especially in view of local climate, terrain, and enemy tactics which have influenced our operations in the air.

f. The effect of good and bad intelligence evaluations on the planning and conduct of over-all operations. As examples of these, consider the diversion of bombing effort to German pilotless aircraft launching sites and the problems of target selection in the case of the German oil industry. How accurate was our appraisal of the strength of the German Air Force?

g. The adequacy of the tactical air communications system, especially with respect to the offensive use of radar and control facilities and the speed and facility of attack on targets of opportunity.

h. The strategic target selection system--results versus effort expended.

i. The various type targets selected in furtherance of tactical air operations.

j. The use and effectiveness of heavy bombers in carrying out tactical air operations.

k. The effectiveness of various aircraft types in performing tactical air missions.

l. The effectiveness of air in isolating the battlefield through cutting communications (bridges, choke points, railways, sea traffic).

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m. The effectiveness of steps which have been taken to permit night and bad weather air operations.

n. The psychological effect of air bombardment on the enemy nation and the value of morale building.

o. Failures and successes of an outstanding nature which have occurred in carrying out planned efforts, together with the reasons to which they can be attributed.

5. Observations on training, personnel, morale, leadership, technique and equipment pertinent to the operational aspects of the problem should be given full consideration.

6. Reports of the Board should be submitted in quadruplicate to the Headquarters, Army Air Forces, as the War Department agency of primary interest, through established theater channels. Initial report should be submitted in 60 days and subsequent reports each 30 days thereafter.

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AAF Boards to Evaluate the Effectiveness of Air Attack.

AC/AS, OC&R

21 June 1944

AC/AS, Plans, Operational Plans Division

1

AEJC/mc/72538

1. Submitted herewith is cover memorandum for General Arnold.

2. Tabs A & B should be attached.

JOE L. LOUTZENHEISER
Colonel, GSC
Chief, Operational Plans Division

1 Incl.
Cover Memorandum

[redacted]



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AC/AS, Plans
RJG/ff/72538
wtn 21 June 44

MEMORANDUM FOR GENERAL ARNOLD:

Subject: AAF Boards to Evaluate Effectiveness of Air Attack

1. Pursuant to your cables R 21672 and R 21701 from Caserta, directing preliminary action on subject program, the following action has been taken:

a. Generals Fickle, Curry and Hubank have been directed to report to Hqrs AAF on 23rd June.

b. Military Personnel have compiled tentative slates for Boards of Officers to all theaters (Tab A).

c. A form of directive is attached (Tab B).

2. Due to the scant information received by cable, the following assumptions have been made:

a. That, in the immediate future, the Combined Bomber Offensive Survey is to be considered a project separate from the AAF Boards evaluating effectiveness of air attack in all theaters. This appears necessary because of the conflicting types of report to be submitted and the incompatable time factors. It is expected that the Combined Bomber Offensive Survey will produce a report signed by an eminent civilian which may have to stand for a later review before Congress, whereas the subject project should produce a report signed by a General Officer for the use of the CG, AAF. The Combined Bomber Offensive report is to be presented shortly after the defeat of Germany; the subject report should be presented at the earliest possible date.

b. That after the presentation of the subject report the boards sent to the ETO and the MTO may then be absorbed into the Combined Bomber Offensive Survey.

3. It is recommended that the AAF Board should be the agency to consolidate the various theater reports and to prepare the resulting appropriate doctrinal instruction.

2 Incls
Incl 1. Tab A
Incl 2. Tab B

[redacted]
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Directive re: Special Study Group -
Gen. D. Wilson

145.179-1
4 SEP 1944

RETURN TO
RESEARCH STUDIES
INSTITUTE
U.S.A.F.
HISTORICAL DIVISION
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Classification changed to [redacted]
by Authority of the
Commanding General,
Army Air Forces:
4 September 1944
BASKIN R. LAWRENCE
Colonel, Air Corps
Chief, Strategic Vulnerability Branch
Air Intelligence Division
AC/AS-2 JAN 1 1 1946

[redacted]

SUBJECT: Directive

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TO : Chief of the Air Staff
Assistant Chief of Air Staff, Plans
Brigadier General Donald Wilson

1. Brigadier General Donald Wilson is assigned to the Office of Assistant Chief of Air Staff, Plans, for the purpose of organizing and supervising a group to be known as the "Special Study Group, Air Phase of Defeat of Japan, ACAS/Plans."

2. Under the supervision of the Assistant Chief of Air Staff, Plans, the Special Study Group is charged with the conduct of special studies bearing on the defeat of Japan, and such other duties as may be assigned by the Commanding General, Army Air Forces.

3. Personnel for the Special Study Group will be assigned as required. Initially this personnel will not exceed fifteen (15) officers, six (6) of whom may be general officers, and such civilian assistants and military or civilian clerical help as may be required. Recommendations to effect the assignment or reassignment of this personnel will be submitted to the Chief of the Air Staff, who will give such assignments the highest practical priority.

4. In the performance of its functions the Special Study Group will work with existing staff agencies and thus avoid duplication.

5. The Special Study Group will be entirely relieved of concern with day to day staff activities, except as required to perform its assigned tasks.

6. The organization of the Special Study Group will be maintained in a state of readiness which will permit movement of the Group intact, to an active theatre of operations.

7. In addition to the utilization of all authorized means and methods of warfare, every effort will be made to foster the development and employment of any means, method or organization which promises increased efficiency in the conduct of the war against Japan.

H. H. ARNOLD
General, U. S. A.
Commanding General,
Army Air Forces.

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BY AUTHORITY OF THE
COMMANDING GENERAL AUL 1st Ind
Ltr Subj: "Downgrading Mil
BY LnEo" dtd 25 May 53.
26 MAY 1953 Donald K. Smith
DATE

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# BRIEF

1. THE DEPLOYMENT SHOWN SUPPLANT THOSE PRESENTED BY JCS 521/6 AND JCS 521/9 AND ARE GUIDES FOR PLANNING PURPOSES ONLY.

2. 521/12 ASSUMES THAT THE WAR IN EUROPE ENDS 1 JULY 1945 AND THAT THE CERTAIN OPERATIONS ARE SCHEDULED FOR 1945 AND 1946 IN THE PACIFIC.

3. IF THE EUROPEAN WAR CONTINUES TO A DATE LATER THAN 1 JULY 1945. THESE DEPLOYMENTS WILL BE VALID PROVIDED COMMENSURATE ADJUSTMENTS ARE MADE IN TIME SCALES.

4. IF GERMANY IS DEFEATED BEFORE 1 JULY 1945, THE BUILD UP IN THE PACIFIC AT THE END OF 1945 WILL NOT BE SUBSTANTIALLY GREATER THAN THE SCHEDULE INDICATES DUE TO SHIPPING REQUIREMENTS FOR CURRENT OPERATIONS AND UNREADINESS OF PACIFIC BASES. AN ADVANCE OF PACIFIC TARGET DATES BY AN EARLIER DEFEAT OF GERMANY IS VERY DOUBTFUL. THE RESULT WOULD LIKELY BE A GREATER MOVEMENT THROUGH THE U.S. AND MORE TIME FOR STAGING IN THE U.S.

5. THE PLANNERS RECOGNIZED THE NECESSITY FOR FURTHER EXAMINATION OF:
   A. REQUIREMENTS FOR AIR FORCES IN THE PACIFIC WAR.
   B. THE STRATEGIC RESERVE TO BE HELD IN THE U.S.
   C. REDUCTION OF NAVAL FORCES.

6. THE SOUTHWEST PACIFIC AND CENTRAL PACIFIC AREAS HAVE BEEN COMBINED UNDER A COLUMN TITLED "PACIFIC" FOR THE ARMY.

7. A STRATEGIC RESERVE IS SHOWN SEPARATE FROM OTHER FORCES IN THE U.S. IT WILL BE CONSTITUTED OF TROOPS FROM EUROPE AND BY EARLY JULY 1946 WILL CONSIST OF 21 DIVISIONS AND 29 AIR GROUPS, TOTALING 1,025,500 PERSONNEL.

8. NO SUBSTANTIAL RETURN TO THE U.S. FOR DEMOBILIZATION WILL BE POSSIBLE UNTIL APPROXIMATELY SIX MONTHS AFTER V E.

9. THERE IS A PLANNED DEMOBILIZATION OF 20 AAF GROUPS.

10. THERE WILL BE AN O.A.F.

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# TIMING

1. THE MAJOR MOVES UNDER REDEPLOYMENT WILL REQUIRE 13½ TO 17½ MONTHS, DEPENDING UPON AVAILABILITY OF SHIPPING. THE REDUCTION OF THE EUROPEAN THEATER TO OCCUPATION FORCE OF 400,000 WILL BE COMPLETED:

   IN 17½ MONTHS USING U.S. TROOP LIFT ONLY.
   IN 16 MONTHS USING U.S. AND CAPTURED TROOP LIFT.
   IN 13½ MONTHS USING U.S., CAPTURED AND BRITISH TROOP LIFT.

2. THE FIRST PRIORITY IN MOVEMENT IS TO FILL EXISTING SHORTAGES IN THE PACIFIC. UNTIL REDEPLOYMENT, THE PACIFIC WILL HAVE A CONTINUING SHORTAGE OF SERVICE PERSONNEL.

3. AIR FORCE UNITS MOVING DIRECT FROM EUROPE TO THE PACIFIC REQUIRE 60 DAYS IN TRANSIT.

4. UNITS BEING REDEPLOYED THROUGH THE U.S. WILL REMAIN FOR PERIODS VARYING FROM ONE TO FIVE MONTHS.

5. UNITS BEING CONVERTED TO VHB WILL BE IN THE U.S. APPROXIMATELY SIX MONTHS.

6. APPROXIMATELY 20,000 AIR FORCES TROOPS MOVING THROUGH THE U.S. WILL NOT HAVE LEAVE OR FURLOUGH UNLESS METHODS OTHER THAN THOSE PREVIOUSLY USED ARE DEVISED.

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# LOGISTICS AND SHIPPING

1. SUFFICIENT DRY CARGO SHIPPING IS AVAILABLE TO SUPPORT THE PROPOSED OPERATIONS.
2. PEAK MONTHLY MOVEMENT OF PERSONNEL FROM EUROPEAN PORTS MUST BE APPROXIMATELY 400,000.
3. ATLANTIC AIR LIFT BY ATC AND REDEPLOYED TROOP CARRIER GROUPS WILL BE 15,000 MONTHLY. EVACUATION OF PATIENTS IN THE FIRST QUARTER WILL REQUIRE 5,000 MONTHLY.
4. BECAUSE THE MOVEMENT OF AIR UNITS IS BASED ON AVAILABILITY OF SHIPPING, SOME AIR UNITS WILL ARRIVE IN THE PACIFIC IN ADVANCE OF DATES REQUIRED. THIS WILL NECESSITATE STAGING FACILITIES IN THE PACIFIC FOR GROUND ECHELONS.
5. ECONOMIC USE OF SHIPPING RESULTS IN MOVEMENT OF FORCES TO FORWARD MOUNTING AREAS IN THE PACIFIC RATHER THAN DIRECT TO THE OBJECTIVE.
6. EIGHTY PERCENT OF INITIAL EQUIPMENT AND ACCOMPANYING LEVEL OF SUPPLY MUST BE SHIPPED DIRECT FROM EUROPE TO THE PACIFIC FOR ALL UNITS BEING REDEPLOYED. REMAINING TWENTY PERCENT TO BE PROVIDED FROM U.S.
7. FAST CARGO SHIPS MUST START LOADING IN EUROPE BY 1 AUGUST 1945 FOR UNITS SCHEDULED TO MEET OPERATIONAL DATES IN 1945.
8. THE PLAN INCLUDES THE ASSUMPTION THAT 70,000 TROOP LIFT PER MONTH WILL BE AVAILABLE FROM BRITISH SOURCES AND 39,000 PER MONTH FROM CAPTURED ENEMY SOURCES.

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# PERSONNEL

1. THE AAF AND THE ARMY WILL BE REDUCED. THE NAVY WILL REMAIN APPROXIMATELY THE SAME.

## ARMY

| | AAF | AGF | ASF | MISC | TOTAL |
|---|---|---|---|---|---|
| BEGINNING | 2,305,550 | 3,234,749 | 1,652,868 | 1,196,660 | 8,230,000 |
| END | 2,150,418 | 2,303,246 | 1,626,609 | 1,112,680 | 6,968,300 |
| REDUCTION | 155,132 | 931,503 | 26,259 | 83,980 | 1,261,700 |

## NAVY

| | |
|---|---|
| BEGINNING | 4,043,674 |
| END | 4,044,374 |
| INCREASE | 700 |

2. AFTER 31 MARCH, 1946, THERE IS AN INDICATED INCREASE OF 39,000 IN THE PACIFIC BROUGHT ABOUT BY ADDING ONE SQUADRON TO EACH VHB GROUP.

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# FLOW OF COMBAT GROUPS FROM EUROPE

| TYPE UNIT | 1st 90 Days | | 2nd 90 Days | | 3rd 90 Days | | 4th 90 Days | | 5th 90 Days | | TOTAL REDEPLOYMENT | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | MTO | ETO | MTO | ETO | MTO | ETO | MTO | ETO | MTO | ETO | MTO | ETO |
| H/B GP | 12 (3 OAF, 9 US) | 22 (1 PAC, 7 OAF, 14 US) | 2 (2 US) | 11 (2 PAC, 9 US) | – | 6 (6 US) | 3 (3 US (*2)) | | | | 17 (3 OAF, 14 US) | 39 (3 PAC, 7 OAF, 29 US) |
| M & L/B GP | 2 (2 US) | 4 (3 OAF, 1 CP) | 1 (1 US) | 4 (4 PAC) | 1 (1 US (•1)) | 2 (2 US (•2)) | – | 2 (2 US (•2)) | – | 1 (1 US (•1)) | 4 (4 US) | 13 (5 PAC, 3 OAF, 5 US) |
| Ftr GP | 7 (1 OAF, 6 US) | 12 (3 PAC, 9 OAF) | 3 (3 US) | 12 (8 PAC, 4 US) | – | 4 (4 US) | – | 4 (4 US) | – | 3 (3 US) | 10 (1 OAF, 9 US) | 35 (11 PAC, 9 OAF, 15 US) |
| Night Ftr GP | 2 SQ (2 PAC) | 1 SQ (1 OAF) | 1 SQ (1 PAC) | 2 SQ (2 PAC) | – | – | – | – | – | – | 3 SQ (3 PAC) | 3 SQ (2 PAC, 1 OAF) |
| Rcn GP | 1 (1 PAC) | 2 (1 US, 1 OAF) | — | — | 1 (1 US (•1)) | 1 (1 US) | — | 2 (2 US (•2)) | — | 1 (1 US (•1)) | 2 (1 PAC, 1 US) | 6 (1 OAF, 5 US) |
| Tp Carr | 1 (1 US) | 3 (1 PAC, 2 OAF) | 2 (2 US) | 3 (2 PAC, 1 US) | — | 1 (1 US (•1)) | -- | 5 (5 US (•5)) | — | 2 (2 US (•2)) | 3 (3 US) | 14 (3 PAC, 2 OAF, 9 US) |
| Total | 23 + 2 SQ | 43 + 5 SQ | 8 + 1 SQ | 30 + 3 SQ | 2 | 14 | 3 | 13 | | 7 | 36 + 3 SQ | 107 + 3 SQ |
| TOTAL REDEPLOYED FROM EUROPE | 66 + 3 SQ | | 38 + 3 SQ | | 16 (*5) | | 16 (*11) | | 7 (*4) | | 143 + 6 SQ | |

* INDICATES NUMBER OF UNITS RETURNED TO U.S. WHICH ARE SCHEDULED FOR DEMOBILIZATION.

| DEMOBILIZATION | |
|---|---|
| HB | 2 |
| MB | 6 |
| RCN | 4 |
| T/C | 8 |
| TOTAL | 20 |

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# TOTALS AT END OF REDEPLOYMENT

(31 DEC '46)

| TYPE | OAF | PAC | N.PAC | CIB | US STRAT. RESERVE | CONT. US | S.ATL | |
|---|---|---|---|---|---|---|---|---|
| VH/B | - | 48 | - | - | - | - | - | 48 |
| H/B | 10 | 14-1 | 1 | 2 | 4-2 | - | 0-4 | 31-8 |
| M&L/B | 3 | 15-1 | 0-1 | 2 | 2 | - | - | 22-2 |
| FTR | 10 | 33-1 | 1 | 9 | 15-1 | 3 | 0-6 | 71-8 |
| FTR(N) | 0-1 | 0-13 | - | 0-2 | - | - | - | 0-16 |
| RCN | 1/5 | 5/23 | - | 1/8 | 1/7 | 1/16 | 0/1 | 9-8 |
| T/C | 2-2 | 10-1 | 0-1 | 1-1 | 8 | 1-1 | 0-1 | 22-7 |
| TOTAL | 26-3 | 125-17 | 2-2 | 15-3 | 30-10 | 5-1 | 0-12 | 203-49 |

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# CONTINENTAL LOAD IN REDEPLOYMENT

| | 1ST QUARTER | | | 2D QUARTER | | | 3D QUARTER | | | 4TH QUARTER | | | 5TH QUARTER | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | TO US STR. RES. | THRU US TO PACIFIC | DEMOB. | TO US STR. RES. | THRU US TO PACIFIC | DEMOB. | TO US STR. RES. | THRU US TO PACIFIC | DEMOB. | TO US STR. RES. | THRU US TO PACIFIC | DEMOB. | TO US STR. RES. | THRU US TO PACIFIC | DEMOB. |
| H/B | | 5 | | 2 | | | 1 | | | 1 | | 2 | | | |
| H/B TO VHB<br>H/B TO AUGMENT VHB GROUP | | 15<br>2 | | | 6 | | | 4 | | | | | | | |
| H/B TO VLR | 1 | | | 3 | | | 1 | | | | | | | | |
| M&L/B | | 2 | | *1 | | | *3 | | | | | 2 | | | 1 |
| FTR | | 6 | | *7 | | | 4 | | | 4 | | | 3 | | |
| T/C | | 1 | | 3 | | | | | 1 | | | 5 | | | 2 |
| RCN | | 1 | | | | | 1 | 0 | 1 | | | 2 | | | 1 |
| FLT ECH | | 1 H/B<br>1 L/B | | | 2 H/B<br>4 L/B | | | | | | | | | | |
| AIR ECH | | 1 T/C | | | 2 T/C | | | | | | | | | | |
| TOTAL | 1 | 32 (2 FLT ECH, 1 AIR ECH) | 0 | 16 | 6 (6 FLT ECH, 2 AIR ECH) | 0 | 10 | 4 | 2 | 5 | 0 | 11 | 3 | 0 | 4 |

* 3 DEMOBILIZED IN 4TH QUARTER
* 3 TO CBI IN THE 5TH QUARTER

GRAND TOTAL:

| TO US STR. RES. | THRU US TO PACIFIC | DEMOB. |
|---|---|---|
| 29 | 33 | 20 |
| 4 H/B | 5 H/B | 2 H/B |
| 1 M&LB | 15 VH/B | 6 M&H B |
| 15 FTR | 2 M&L/B | 8 T/C |
| 3 T/C | 9 FTR | 4 RCN |
| 5 VLR | 1 T/C | |
| 1 RCN | 1 RCN | |
| | (12 H/B GP TO AUGMENT VHB) | |

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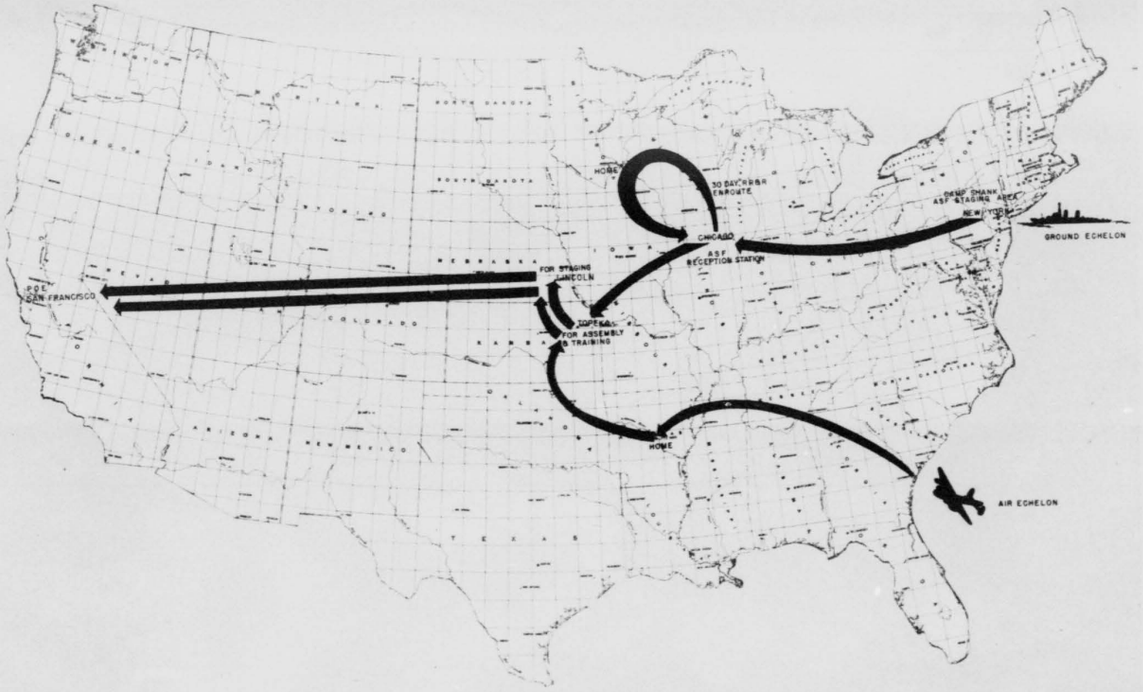
## RECEPTION AND PROCESSING OF GROUND & FLIGHT ECHELONS IN Z I

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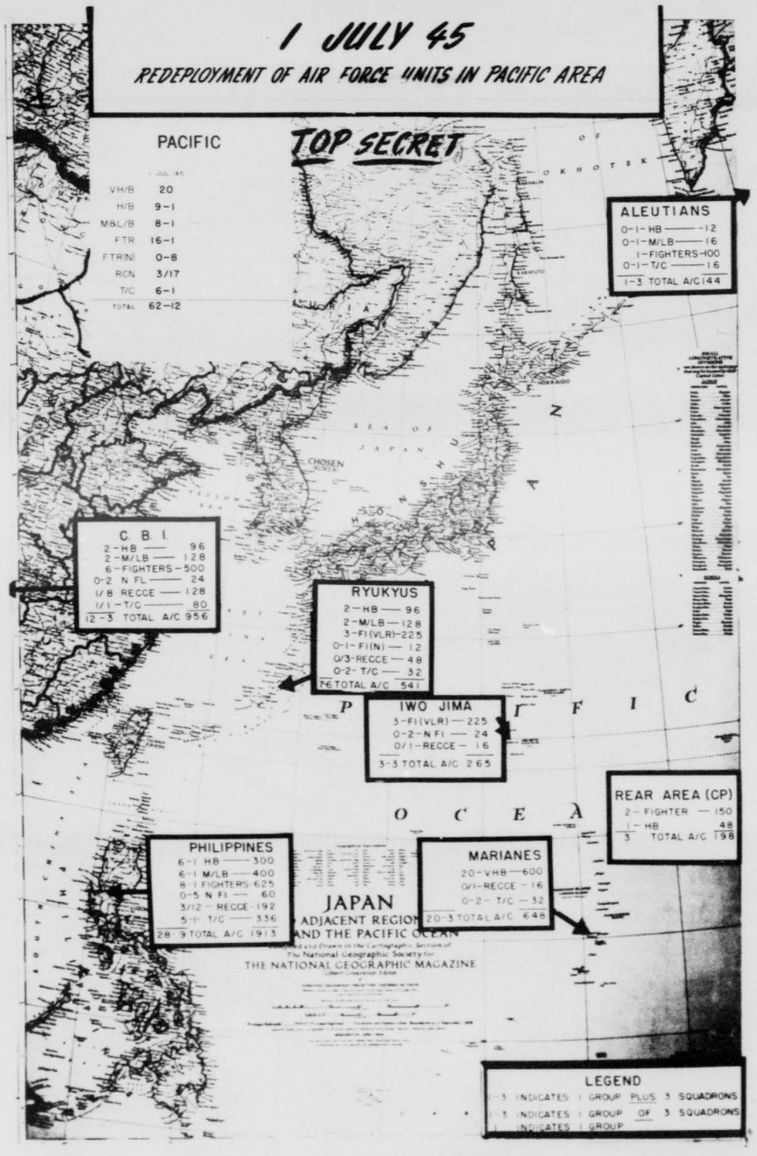


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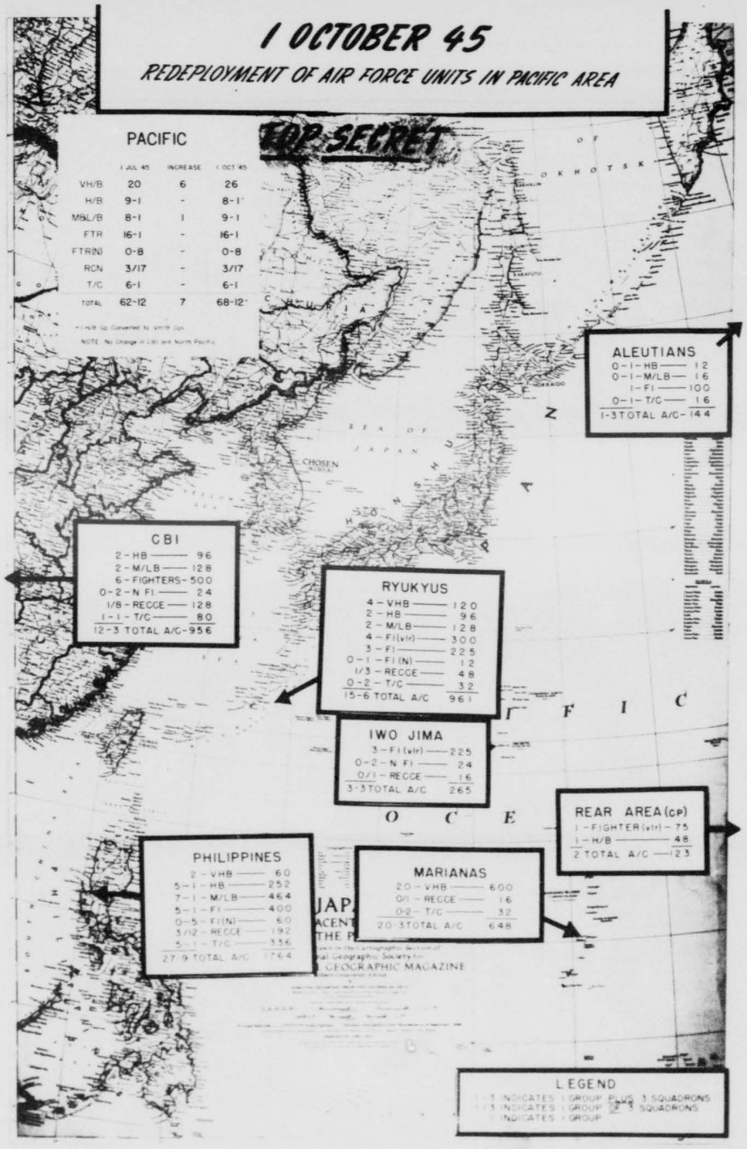
# 1 OCTOBER 45

## REDEPLOYMENT OF AIR FORCE UNITS IN PACIFIC AREA

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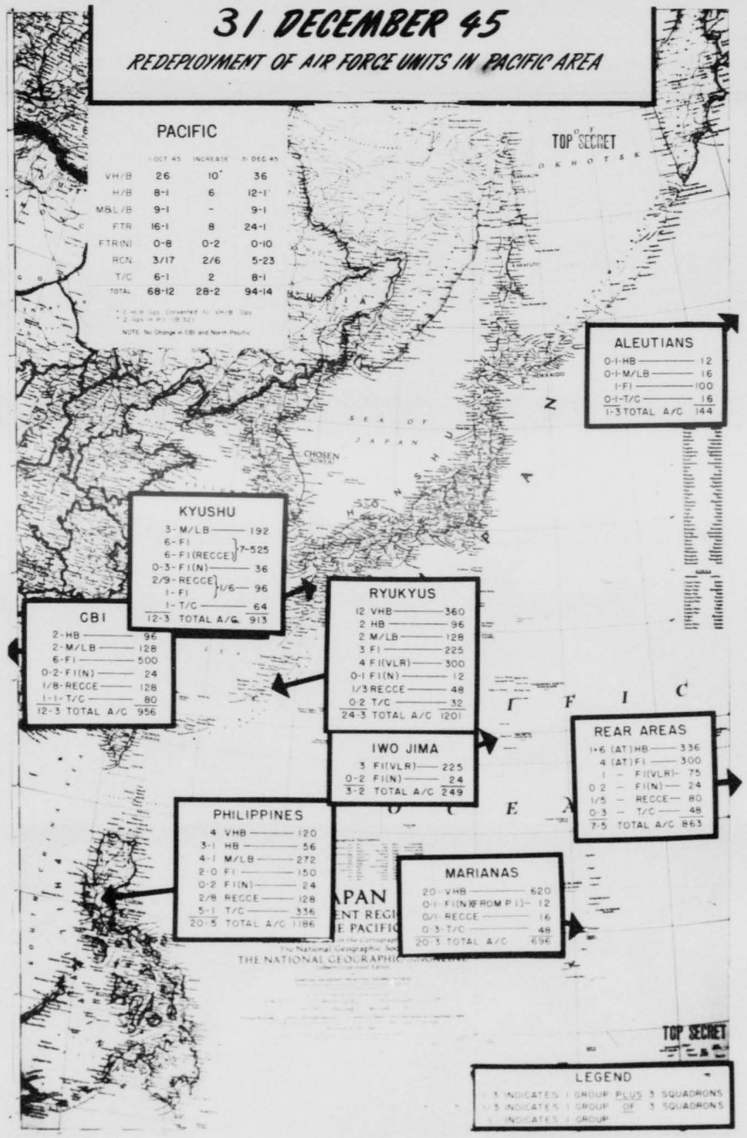
# 31 DECEMBER 45

## REDEPLOYMENT OF AIR FORCE UNITS IN PACIFIC AREA

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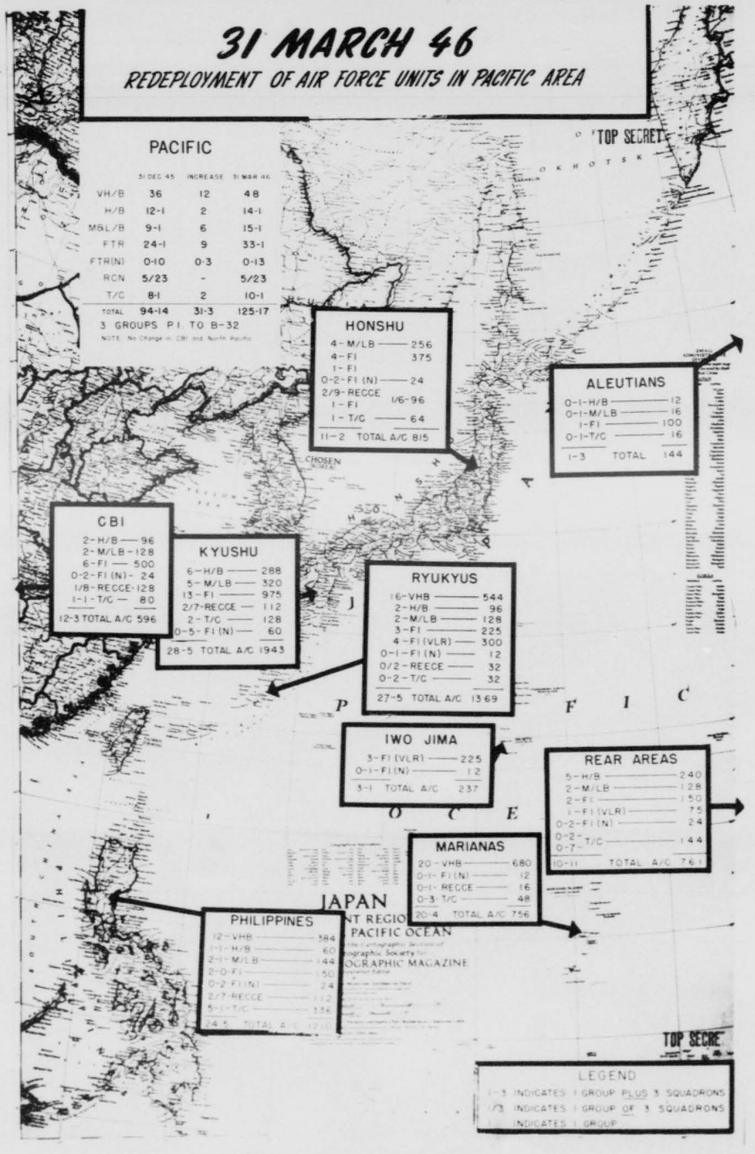


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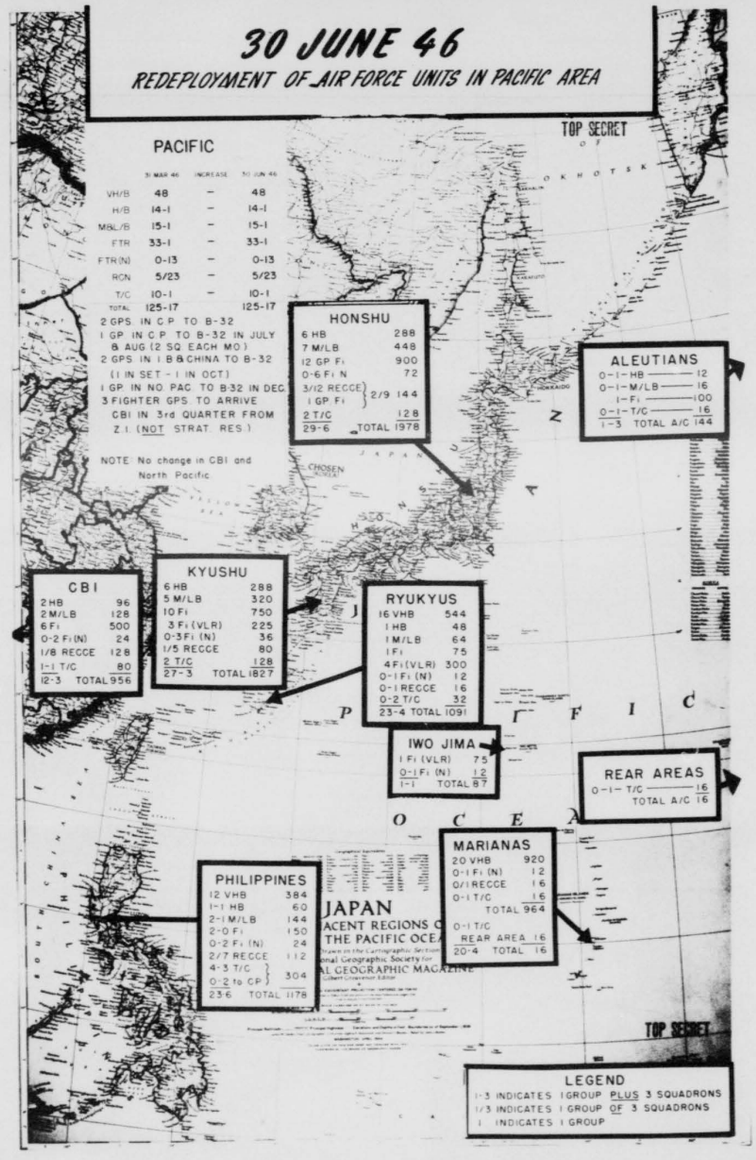
# 30 JUNE 46

## REDEPLOYMENT OF AIR FORCE UNITS IN PACIFIC AREA

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TURN TO:

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HEADQUARTERS A

# ROUTING

| TO ➡ | OFFICE & INDIVIDUAL IN TURN | DATE |
|---|---|---|
| 1. | AC/AS, Plans | 19 April |
| 2. | | |
| 3. | | |
| 4. | | |
| 5. | | |

FOR ➡ FOLLOWING ACTION(S) AS CHECKED

| | | | | | |
|---|---|---|---|---|---|
| | COORDINATION | | NOTE AND RETURN | X | INFORMATION |
| | NECESSARY ACTION | | RECOMMENDATION | | FILE |
| | SEE OR PHONE ME | | APPROVAL | | SIGNATURE |

COMMENT

The attached Memorandum was signed by Acting Chief of Air Staff (General Kuter) and forwarded to OPD, WDGS, on 18 April 1945. Your office will be informed of action taken by the War Department as soon as their reactions are received by Hq, Army Air Forces.

**RESTRICTED**

[redacted]

| FROM | OFFICE & INDIVIDUAL | PHONE |
|---|---|---|
| | GEORGE McDOY, Jr., Brig. Gen., AC/AS, OCAF, Commitments. | |

3-218. AF Rev. 1 Aug 1944

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AFPTH

Col Lessig/cip/3753
Rrtn: 17 Apr 45

18 April 1945

MEMORANDUM FOR THE ASSISTANT CHIEF OF STAFF, OPERATIONS DIVISION,
WAR DEPARTMENT GENERAL STAFF:

Subject: Redeployment.

I. Problem

To determine a method of returning units and personnel from Europe to the ZI prior to "E-Day" to satisfy early requirement in the Pacific.

II. Factors Affecting the Problem

1. Prior to "E-Day" approximately 70,000 troops per month could be moved from Europe to the United States by available transportation provided that personnel equal to that number could be released from Europe.

2. Under JCS 521/12, a number of units — equal to 20,000 personnel — are planned for redeployment through the United States without sufficient time permitted for leave or replacement.

3. To maintain the ZI training structure, a back-log of approximately 20,000 personnel are needed. This will permit release of personnel in the ZI who have not been to war in time for them to go to war in the Pacific.

4. General MacArthur has submitted his requirements for the first two increments to be redeployed to the Pacific by direct shipment from Europe or by a speedy redeployment through the United States.

5. Time schedules established for redeployment of forces under JCS 521/12 have provided for only a bare minimum of time for movement of units, reorganization, conversion and training.

6. Due to our manpower shortage, there are a number of units in the ZI committed to the Pacific which cannot meet required readiness dates.

III. Discussion

1. It is believed that public opinion and the condition and morale of troops to be deployed to the Pacific after the defeat of Germany will demand that every effort possible be made to return personnel through the United States for rehabilitation, and replacement, prior to being again sent overseas. There are sufficient personnel in the ZI who have not been to

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BY AUTHORITY OF THE
COMMANDING GENERAL AU 1st Ind
Ltr Subj: "Downgrading Mtg"
BY Harold K. Smith Capt USAF
DATE



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[redacted]

Basis: Memo for Asst C/S, OPD, WDGS, Subj: "Redeployment".



war, who could be used to replace a great number of personnel in units provided that suitably qualified replacements could be made available at the proper time to permit their release. On the other hand, there are certain types of units for which there are no suitably qualified replacements, such as Avn Engr Bns, for which special consideration should be given.

2. As a general rule, the Army Air Forces has always attempted to meet the requirements of the overseas theaters by deploying service elements well in advance of the departure of the combat units. However, due to the shortage of shipping and the fact that it was planned to operate combat units after "V-Day", no attempt has been made to secure the withdrawal of service elements sufficiently in time to permit their early deployment from the United States to the Pacific.

3. The Commanding General, Army Air Forces has stated that, in his estimate, it is possible to commence redeployment of strategic forces from Europe. It is desirable that those forces that are required in the Pacific, after the defeat of Germany, be given sufficient time in the ZI for rehabilitation and such replacement in order that units deployed to the Pacific be in the best condition possible.

4. Assuming that shipping for 70,000 troop spaces could be made available each month prior to "E-Day", it is proposed that units equal to the above-numbered be prepared for return to the United States. To be prepared to utilize such shipping as can be made available to satisfy early requirements of the Pacific, lists of units by priority have been prepared. These are contained in the two tabs:

a. Tab "A" contains those units which are required in the first months, plus replacement personnel for the ZI and some units to be converted to VHB in the following priority:

(1) 20,000 personnel in units scheduled under JCS 521/12 to be redeployed through the United States without sufficient time for leave and replacement.

(2) 20,000 individuals required in the ZI to permit release of the required number of qualified personnel for redeployment.

(3) AAF units required in General MacArthur's first increment for redeployment.

(4) Bomb groups and associated services for VHB conversions.





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Basic: Memo for Asst C/S, OPD, WDGS, Subj: "Redeployment".

(5) Units estimated to be required for early deployment to the Pacific.

b. Tab "B" contains units in the following priority:

(1) Elements required by General MacArthur in second increment of shipping.

(2) Third and Fourth Echelon maintenance required to augment ATC operation in the Pacific.

(3) Medium Bomb Groups, plus associated services, required under JCS 521/12, to be redeployed through the PI in a short period of time.

IV. Recommendations
It is recommended

1. That approval be given to the withdrawal of the units from Europe, contained in Tabs "A" and "B".

2. That War Department directives be issued to the Commanding Generals of the two European Theaters directing the release of units contained in Tabs "A" and "B" as soon as shipping can be made available.

FOR THE COMMANDING GENERAL, ARMY AIR FORCES:

2 Incls:
Tab "A"
Tab "B"



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TAB "A"

| | No. of Units | Type of Unit | T/O | Unit Strength | Aggr. Strength |
|---|---|---|---|---|---|
| (1) | 1 | Engr Regt, Avn w/3 Bns | 5-411 | | |
| | | 1 Regimental Hq | 5-411 | 13 | 13 |
| | | 1 Hq & Hq & Serv Co | 5-412 | 260 | 260 |
| | | 3 Engr Avn Bns | 5-415 | 777 | 2331 |
| | 9 | Engr Avn Bns | 5-415 | | |
| | | 1 Hq & Hq Co | 5-416 | 249 | 2241 |
| | | 3 Engr Cos, Avn | 5-417 | 176 | 4752 |
| | 1 | Bomb Wg, Hq & Hq Sq (H/M) | 1-110-1 | 172 | 172 |
| | 3 | Hq Bomb Gp (H) | 1-112 | 125 | 375 |
| | 12 | Bomb Sq (H) | 1-117 | 420 | 5040 |
| | 1 | Hq Tac Rcn Gp | 1-252 | 82 | 82 |
| | 3 | Tac Rcn Sq | 1-267 | 228 | 684 |
| | 4 | Hq & Base Serv Sq, Air Sv Gp | 1-452-T | 287 | 1148 |
| | 4 | Air Engineering Sq | 1-457-T | 228 | 912 |
| | 4 | Air Materiel Sq | 1-456-T | 142 | 568 |
| | 1 | Hq & Hq Sq, Air Depot Gp | 1-852 | 177 | 177 |
| | 1 | Depot Repair Sq | 1-857 | 340 | 340 |
| | 2 | Oxygen Generating Teams | | 6 | 12 |
| | 1 | Depot Supply Sq | 1-858 | 132 | 132 |
| | 1 | Med Supply Plat, Avn | 8-497 | 19 | 19 |
| | 1 | MP Co Avn | 19-217 | 101 | 101 |
| | 2 | QM Trk Co, Avn | 10-517 | 102 | 204 |
| | 1 | QM Plat Air Depot Gp | 10-427 | 25 | 25 |
| | 1 | Sig Co Depot Avn | 11-287 | 189 | 189 |
| | 1 | Chem Co Air Opns | 3-457 | 134 | 134 |
| | 1 | Sig Co, Wg | 11-247 | 89 | 89 |
| | | Sub-Total | | | 20,000 |

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TAB "A" (cont'd)

| | No. of Units | Type of Unit | T/O | Unit Strength | Aggr. Strength |
|---|---|---|---|---|---|
| (2) | | Specialists for the ZI to permit release of personnel eligible for redeployment. | | | 20,000 |
| (3) | 2 | Sig Const Bn (H) Avn | 11-65 | | |
| | | 1 Hq & Hq Det | | 51 | 102 |
| | | 2 Sig Const Co (H) | 11-67 | 193 | 772 |
| | 1 | Sig Co-Depot (Avn) | 11-287 | 189 | 189 |
| | 1 | Emergency Rescue Sq | 1-989 | | 207 |
| | | Sub-Total | | | 1,270 |
| (4) | 7 | Hq, Bomb Gp (H) | 1-112 | 125 | 875 |
| | 28 | Bomb Sq (H) | 1-117 | 420 | 11,760 |
| | 7 | Hq & Base Sv Sq, Air Sv Gp | 1-452 | 287 | 2,009 |
| | 7 | Air Engineering Sq | 1-457-T | 228 | 1,596 |
| | 7 | Air Materiel Sq | 1-458-T | 142 | 994 |
| | 2 | Hq & Hq Sq, Air Depot Gp | 1-852 | 177 | 354 |
| | 2 | Depot Repair Sq | 1-857 | 340 | 680 |
| | 4 | Oxygen Generating Teams | | 6 | 24 |
| | 2 | Depot Supply Sq | 1-858 | 132 | 264 |
| | 2 | Med Supply Flt (Avn) | 8-497 | 19 | 38 |
| | 2 | MP Cos Avn | 19-217 | 101 | 202 |
| | 4 | QM Trk Co, Avn | 10-517 | 102 | 408 |
| | 2 | QM Plat, Air Dep Gp | 10-427 | 25 | 50 |
| | 2 | Sig Co, Dep, Avn | 11-287 | 189 | 378 |
| | 2 | Bomb Wg, Hq & Hq Sq (H) | 1-110-1 | 172 | 344 |
| | 2 | Sig Co Wing | 11-247 | 89 | 178 |
| | 2 | Chem Co Air Opns | 3-457 | 134 | 268 |
| | | Sub-Total | | | 20,422 |

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TAB "A" (cont'd)

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| | No. of Units | Type of Unit | T/O | Unit Strength | Aggr Strength |
|---|---|---|---|---|---|
| (5) | 1 | Ftr Wing Hq | 1-10-1 | 245 | 245 |
| | 3 | Hq Ftr Gp (SE) | 1-12 | 100 | 300 |
| | 9 | Ftr Sq (SE) | 1-37 | 284 | 2,556 |
| | 3 | Hq & Base Sv Sq, Air Sv Gp | 1-452-T | 287 | 861 |
| | 3 | Air Engineering Sq | 1-457-T | 228 | 684 |
| | 3 | Air Materiel Sq | 1-458-T | 142 | 426 |
| | 3 | Hq & Hq Sq, Air Dep Gp | 1-852 | 177 | 531 |
| | 3 | Dep Repair Sq | 1-857 | 340 | 1,020 |
| | 6 | Oxygen Generating Teams | | 6 | 36 |
| | 3 | Dep Supply Sq | 1-858 | 132 | 396 |
| | 3 | Med Sup Plat, Avn | 8-497 | 19 | 57 |
| | 3 | MP Co, Avn | 19-217 | 101 | 303 |
| | 6 | QM Truck Co, Avn | 10-517 | 102 | 612 |
| | 3 | QM Plat, Air Dep Gp | 10-427 | 25 | 75 |
| | 3 | Sig Co, Dep, Avn | 11-287 | 189 | 567 |
| | 1 | Sig Co, Hq | 11-247 | 89 | 89 |
| | | Sub-Total | | | 8,758 |

RECAPITULATION:

| | |
|---|---|
| (1) | 20,000 |
| (2) | 20,000 |
| (3) | 1,270 |
| (4) | 20,422 |
| (5) | 8,758 |
| Grand Total Tab "A" | 70,450 |

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TAB "B"

| | No. of Units | Type of Unit | T/O | Unit Strength | Agg. Strength |
|---|---|---|---|---|---|
| (1) | 6 | Engr Avn Bns | 5-415 | | |
| | | 1 Hq & Hq Co | 5-416 | 249 | 1,494 |
| | | 3 Engr Cos Avn | 5-417 | 176 | 3,168 |
| | 1 | Hq & Hq Sq, Air Sv Area Cmd | 1-400-2S | 372 | 372 |
| | 2 | Ftr Wgs Hq | 1-10-1 | 245 | 490 |
| | 6 | Hq Ftr Gp | 1-12 | 100 | 600 |
| | 18 | Ftr Sq (SE) | 1-27 | 284 | 5,112 |
| | 2 | Ftr Control Sq | 1-47 | 240 | 480 |
| | 2 | Night Ftr Sq | 1-67 | 276 | 552 |
| | 3 | Hq Trp Carr Gp | 1-312 | 123 | 369 |
| | 12 | Trp Carr Sq | 1-317 | 360 | 4,320 |
| | 1 | Transport Sq C&M | 1-347 | 150 | 150 |
| | 3 | Air Cargo Resupply Sq | 1-470 | 185 | 555 |
| | 1 | Hq & Hq Sq Tac | 1-500-1 | 269 | 269 |
| | 2 | Tac Air Com Sq | 1-547 | 219 | 438 |
| | 1 | Ferrying Sq | 1-667 | 344 | 344 |
| | 1 | Photo Intel Det | 1-747-S | 92 | 92 |
| | 1 | Photo Tech Unit | 1-769 | 125 | 125 |
| | 19 | Hq & Base Sv Sq, Air Sv Gp | 1-452-T | 287 | 5,453 |
| | 19 | Air Engineering Sq | 1-457-T | 228 | 4,332 |
| | 19 | Air Material Sq | 1-458-T | 142 | 2,698 |
| | 4 | Hq & Hq Sq Air Dep Gp | 1-852 | 177 | 708 |
| | 4 | Depot Repair Sq | 1-857 | 340 | 1,360 |
| | 8 | Oxygen Generating Teams | | 6 | 48 |
| | 4 | Depot Supply Sq | 1-858 | 132 | 528 |
| | 4 | Med Supply Plat, Avn | 8-497 | 19 | 76 |
| | 4 | MP Co, Avn | 19-217 | 101 | 404 |
| | 8 | QM Truck Co, Avn | 10-517 | 102 | 816 |
| | 4 | QM Plat Air Dep Gp | 10-427 | 25 | 100 |
| | 4 | Sig Co Depot Avn | 11-287 | 189 | 756 |
| | 2 | Dep Repair Sq | 1-857 | 340 | 680 |
| | 4 | Dep Supply Sq | 1-858 | 132 | 528 |
| | 4 | QM Truck Cos, Avn | 10-517 | 102 | 408 |
| | 13 | Airdrome Sq | 1-487 | 157 | 2,041 |
| | 15 | Airdrome Sq (Spl) | 1-487-S | 273 | 4,095 |
| | 4 | Aviation Sq | 1-999 | 253 | 1,012 |
| | 1 | Sta Complement Sq | 1-497-S | 103 | 103 |

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| | No. of Units | Type of Unit | T/O | Unit Strength | Aggr Strength |
|---|---|---|---|---|---|
| | 1 | Chem Maint Co (Avn) | 3-47 | 93 | 93 |
| | 1 | Chem Depot Co, Avn | 3-418 | 81 | 81 |
| | 2 | Chem Co, Air Opns | 3-457 | 134 | 268 |
| | 6 | Engr Det Avn Utilities (ED) | 5-500 | 41 | 41 |
| | 1 | Med Air Evac Sq | 8-447 | 87 | 87 |
| | 1 | Med Disp Avn | 8-450 | 28 | 28 |
| | 8 | Ord Amm Co, Avn | 9-17 | 179 | 1,432 |
| | 5 | Ord Dep Co | 9-57 | 186 | 930 |
| | 2 | Ord Bn Avn Hq Det | 9-76 | 24 | 48 |
| | 3 | Ord Maint AF | 9-257 | 225 | 675 |
| | 6 | Ord Plat Med Auto Maint | 9-427 | 48 | 288 |
| | 2 | Sig Const Bn (H) | 11-65 | 456 | 912 |
| | 2 | Sig Co, Wg | 11-247 | 89 | 178 |
| | 1 | Sig Bn, Tac Air Cmd | 11-335 | 676 | 676 |
| | 1 | Acft Assembly Sq | M/T 12-28-42 Allot. | 258 | 258 |
| | 1 | Wea Recon Sq (H) | 1-117 | 420 | 420 |
| | | Weather Units | | | 935 |
| | | Sub-Total | | | 52,426 |
| (2) | * 4 | Hq & Base Services | | 287 | 1,148 |
| | | Hq Air Serv Gp | 1-452 | | |
| | * 4 | Air Engineering Sq | 1-457-T | 228 | 912 |
| | * 4 | Air Materiel Sq | 1-458-T | 142 | 568 |
| | * 2 | Hq & Hq Air Dep Gp | 1-852 | 177 | 354 |
| | * 2 | Dep Repair Sq | 1-857 | 340 | 680 |
| | * 4 | Oxygen Generating Teams | | 6 | 24 |
| | * 2 | Depot Supply Sq | 1-858 | 132 | 264 |
| | * 2 | Med Sup Plat Avn | 8-497 | 19 | 38 |
| | * 2 | MP Co, Avn | 19-217 | 101 | 202 |
| | * 4 | QM Truck Co, Avn | 10-517 | 102 | 408 |
| | * 2 | QM Plat Air Depot Gp | 10-427 | 25 | 50 |
| | * 2 | Signal Co, Dep Avn | 11-287 | 189 | 378 |
| | | Sub-Total | | | 5,026 |

Note: * denotes units to augment ATC Services in the Pacific.

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| | No. of Units | Type of Unit | T/O | Unit Strength | Aggr Strength |
|---|---|---|---|---|---|
| (3) | 2 | Hq Bomb Gp (M) | 1-112 | 107 | 214 |
| | 8 | Bomb Sq (M) | | 365 | 2,920 |
| | 2 | Hq & Base Services Sq Air Serv Gp | 1-452 | 287 | 574 |
| | 2 | Air Engineering Sq | 1-457-T | 228 | 456 |
| | 2 | Air Materiel Sq | 1-458T | 142 | 284 |
| | | Sub-Total | | | 4,448 |

RECAPITULATION:

| | |
|---|---|
| (1) | 52,426 |
| (2) | 5,026 |
| (3) | 4,448 |
| Grand Total Tab "B" | 61,900 |



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BY
DATE
Capt USAF



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AAF DEPLOYMENT PROGRAM

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HEADQUARTERS ARMY AIR FORCES

ROUTING SLIP

TO: DATE 4/15/44

| OFFICE OR SYMBOL | BUILDING |
|---|---|
| AFAEP | Pentagon |
| ATTENTION: | ROOM |
| Lt. Col. [redacted] | 3E 128 |

FOR:

| | | | | | |
|---|---|---|---|---|---|
| | COORDINATION | | INVESTIGATION | | NEC. ACTION |
| X | INFORMATION | | RECOMMENDATION | | SIGNATURE |
| | FILE | | CONFERENCE | | |

REMARKS:

Herewith is Aviation Fuel Stock Analysis Report for the March as requested per telephone conversation with Col. Howze.

FROM: Aviation Petroleum Branch

| NAME | OFFICE OR SYMBOL |
|---|---|
| Colonel H. T. Howze | AFDRS-5-E |
| PHONE / BUILDING | ROOM |
| 77724 / Munitions | [redacted]4536 |

[redacted]

AAF-218, AF

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69441 TAB "B"

(000 BBLS. 42's)

# AVIATION FUEL
## STOCK ANALYSIS

DECLASSIFIED Auth 5200.9, 47 Sep 58

GRADE 100/130
MONTH March

| THEATRE | CONSUMPTION PREVIOUS MONTH | | ACTUAL STOCKS FIRST OF CURRENT MONTH March 1 | REPLACEMENT TIME | | ESTIMATED CONSUMPTION TO REPLACEMENT | | | | SCHEDULED RECEIPTS SAME PERIOD | ESTIMATED STOCKS ON REPLACEMENT DATE | Minimum TARGET Level | | TARGET POSITION | | REQUESTED ALLOCATION |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | CURRENT MONTH March | SUCCEEDING MONTHS | | | | | | | | | |
| | ESTIMATED | ACTUAL | | MOS. | DATE | | FIRST April | SECOND May | THIRD | | | MOS. | BBLS. | OVER | SHORT | |
| 1 INDIA-CHINA | 427 | 338 | 543 | 3 | Jul.1 | 593 | 642 | 718 | 708 | 3,394 | 1,172 | 3 | 1,715 | - | 549 | 247 |
| 2 CEYLON | 21 | 14 | 124 | 2 | Jne.1 | 22 | 23 | 23 | | - | 56 | 3 | 68 | - | 12 | - |
| 3 UNITED KINGDOM | 1,791 | 2,241 | 9,589 | 2 | " " | 2,001 | 2,594 | 2,865 | | 5,087 | 8,365 | 4 | 12,137 | - | 3,772 | 3,642 |
| 4 MIDDLE EAST (I) | 202 | 185 | 758 | 2½ | " 15 | 202 | 202 | 202 | 101½ | 553 | 604 | 4 | 808 | - | 204 | 175 |
| 5 MIDDLE EAST (II) | 46 | 50 | 101 | 2 | " 1 | 24 | 20 | 20 | | 34 | 71 | P.F. | 129 | - | 58 | - |
| 6 MIDDLE EAST (III) | 10 | 6 | 56 | 2 | " 1 | 10 | 10 | 10 | | 38 | 64 | 2 | 20 | 44 | - | - |
| 7 NORTH AFRICA | 1,136 | 884 | 1,961 | 2 | " 1 | 1,431 | 1,630 | 1,487 | | 2,373 | -214 | 3 | 4,461 | - | 4,671 | 1,440 |
| 8 WEST AFRICA | 41 | 54 | 180 | 2½ | " 15 | 53 | 52 | 48 | 24½ | 126 | 129 | 3 | 144 | - | 15 | - |
| 9 DAKAR | 47 | 45 | 67 | 2 | " 1 | 45 | 34 | 29 | | 75 | 34 | 3 | 87 | - | 53 | 75 |
| 10 SOUTH AFRICA | 10 | 9 | 77 | 2 | " 1 | 10 | 10 | 10 | | - | 47 | 3 | 30 | 17 | - | - |
| 11 PANAMA AREA | 55 | 39 | 172 | 2 | " 1 | 55 | 55 | 55 | | 111 | 113 | 2 | 110 | 8 | - | - |
| 12 PUERTO RICO AREA | 74 | 61 | 112 | 2 | " 1 | 73 | 65 | 60 | | 199 | 113 | 2 | 120 | - | 7 | 25 |
| 13 TRINIDAD AREA | 82 | 78 | 55 | 1 | May 1 | 65 | 65 | | | 162 | 87 | - | - | 87 | - | 2 |
| 14 GUANTANAMO | 17 | 18 | 49 | 2 | Jne.1 | 18 | 18 | 18 | | 30 | 25 | 2 | 36 | - | 11 | 4 |
| 15 BRAZIL | 175 | 155 | 261 | 2 | " 1 | 170 | 150 | 140 | | 531 | 332 | 2 | 280 | 52 | - | - |
| 16 ASCENSION | (Included under Brazil) | | | | | | | | | | | | | | | |
| 17 BAHAMAS | 17 | 15 | 19 | 1 | May 1 | 16 | 15 | | | 43 | 31 | 2 | 31 | - | - | 15 |
| 18 BERMUDA | 12 | 28 | 27 | 1 | " 1 | 12 | 12 | | | 13 | 16 | 2 | 24 | - | 8 | - |
| 19 NEWFOUNDLAND | 23 | 20 | 79 | 2 | Jne.1 | 32 | 35 | 40 | | - | -28 | 4 | 160 | - | 188 | - |
| 20 NO. ATLANTIC ROUTE | 22 | 16 | 205 | 2 | " 1 | 22 | 25 | 29 | | 9 | 138 | 4 | 116 | 22 | - | - |
| 21 ICELAND | 13 | 11 | 81 | 2 | " 1 | 16 | 21 | 26 | | 36 | 54 | 4 | 120 | | 66 | 96 |
| 22 CENTRAL PACIFIC | 792 | 850 | 1,146 | 2 | " 1 | 892 | 940 | 1,004 | | 1,903 | 213 | 4 | 4,339 | - | 4,126 | 1,150 |
| 23 ALASKA | 45 | 38 | 474 | 2 | " 1 | 54 | 83 | 71 | | 95 | 361 | 6 | 426 | - | 65 | 60 |
| 24 SOUTHWEST PACIFIC | 432 | 449 | 1,016 | 2 | " 1 | 500 | 530 | 560 | | 1,845 | 1,271 | 4 | 2,309 | | 1,038 | 1,038 |
| 25 SOUTH PACIFIC | 12 | 15 | 103 | 2 | " 1 | 11 | 12 | 12 | | - | 68 | 4 | 48 | 20 | - | - |
| 26 CANADA-EAST | 26 | 22 | 75 | 1 | May 1 | 35 | 35 | | | 140 | 145 | 4 | 140 | 5 | - | 35 |
| 27 CANADA-INLAND | 38 | 25 | 65 | 1 | " 1 | 33 | 33 | | | 10 | 9 | - | - | - | - | 41 |
| 28 CANADA-WEST | 36 | 30 | 8 | 1 | " 1 | 26 | 24 | | | 72 | 30 | 1 | 24 | | - | - |
| 29 U.S. ARMY (DOM) | 1,421 | 1,222 | 1,014 | 1 | " 1 | 1,887 | 1,510 | | | 1,600 | - | - | - | - | - | 1,530 |
| 30 U.S. NAVY (DOM) | 610 | 596 | 385 | 1 | " 1 | 649 | 707 | | | 654 | - | - | - | - | - | 707 |
| 31 Totals | 7,633 | 7,514 | 18,802 | | | 8,957 | 9,552 | 7,427 | 833 | 19,133 | 13,306 | | 27,885 | 261 | 14,843 | 10,282 |

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5. Insofar as feasible, units that have been in the E.T.O. the shortest length of time will be redeployed to the C.B.I. and Pacific combat areas. Units returned to the U. S. will be selected from those units that have been in the E.T.O. the longest length of time. The requirements for the forces of occupation will be drawn from the remainder.

6. All units of Army Air Forces being redeployed to combat areas will be re-equipped (except for aircraft which is covered separately) to the extent necessary in the E.T.O. to full T/O and E. Shortages in personnel and equipment of priority units will be supplied from stocks or from units in E.T.O. Prior to movement from E.T.O. to combat areas all units will be subject to Air POM inspection.

7. Wing Headquarters, Division Headquarters, and Air Force Headquarters, exclusive of one (1) Air Force Headquarters, one (1) Bomber Command, one (1) Fighter Command, and one (1) Air Service Command required for the occupation forces, will be retained intact, and held immediately available for movement to the appropriate combat area commander in the Pacific-Asiatic Theaters.

8. Considering the above policies, overseas air forces commanders will transfer and reassign personnel between units so as to provide rotation for ground service personnel without endangering the operating efficiency of the units.

9. A 90-day supply level will be attained and maintained in the E.T.O. on and after V day, and excess supplies will be inventoried and disposed of in accordance with then existing regulations.

10. Combat units destined for C.B.I. from E.T.O. will be moved at unit equipment aircraft plus 100% reserve in aircraft and crews.

11. All types of aircraft, except liaison, will be flown from E.T.O. to C.B.I.

12. The present policy of sending basics as loss replacements for all ground specialists will be continued.

13. Consideration will be given to increasing the monthly allowable rotation of personnel when and if shipping is available to accomplish same.

14. The planned attrition rate for ground personnel in E.T.O. should be immediately reduced to that of a quiet theater. Overstrengths should not be kept in those theaters to meet such losses, but loss replacements should be requisitioned.

15. After all units have been manned, technical training will be maintained at a 10,000 monthly output. The output of technical specialists can be used to meet requirements for loss replacements. The purpose



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17. The desired priority of arrival of combat units in Pacific areas will probably be:

a. Long-range day fighters
b. Heavy bombers
c. Troop carriers (in ratio 1 gp to 4 other type combat groups)
d. Night fighters
e. Medium or light bombers
f. Photo recon
g. Tac. recon. (dependent on ground Forces movement from E.T.O.)

18. Emphasis will be placed upon early redeployment of construction elements of service troops, establishment of depots and intermediate supply and maintenance establishments in the order named.

19. Approximately 75% of all first line combat aircraft in E.T.O. on V day will become suitable for ultimate redeployment to combat theaters or for return to the U.S. for training purposes.

20. Combat groups will be redeployed at full T/O strengths, which will be VHB 30, HB 48; M&L 64; Ftr & Ftr/B 75; T/C 64; Recon Sq Tac/r 18; Ph & M 12; Night Ftr Sqd 12.

III. Policies:

1. Types of units should flow to a given theater in the order requested by the theater commander concerned.

2. Priority of shipment as between theaters will be determined by these headquarters in conformance with over-all strategic plans.

3. Arrival of basic service units should precede that of combat units, initially, and thereafter be maintained in the ratio outlined by AAF Regulation 65-1.

4. All air force personnel included in service units now deployed in 8th, 9th, 12th, and 15th Air Forces will be reorganized into standard units before being deployed. After V-30, and during the period of redeployment, any change in standard T/O's of service and combat units will require the personal approval of the Chief of the Air Staff.



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of maintaining a 10,000 monthly output of technical specialists is to provide the nucleus of training required for the maintenance of our purely post-war air force with its obviously high rotation rate.

16. Surplus personnel remaining after standard service units are activated and manned should remain in E.T.O. until after all units have departed and then be returned and disposed of in accordance with standard practice.

17. No gliders will be redeployed.

18. All air echelons will move under ATC control. (This to include movement to and through the U.S.)

IV. Procedures:

1. ACAS, Plans will designate:

a. The number of combat units by type to be moved and to what theater they are to be assigned.

b. The priority of type units in such movements.

2. These combat units will be matched with appropriate service units.

3. Procedures and policies to govern the combat units remaining in E.T.O. Occupation Force, the movement of combat units from E.T.O. to the Pacific Theaters and to U.S. Strategic Reserve, together with attendant re-equipment, transitional training and related problems are contained in Tab "A."



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FIGHTERS

P-47: On Oct 1, will have 16 groups in ETO. We propose that 10 groups remain in the ETO occupational force. Aircraft of the remaining six (6) groups stay in ETO for attrition for occupation forces. The remaining six (6) groups will go -- three (3) groups to U.S. for strategic reserve, three (3) groups to Pacific by water to be re-equipped with P-51's from the U.S.

P-51: On Oct 1, will have 18 groups in ETO. Four (4) groups to return to U.S. for strategic reserve (by air if practicable at U.E. with aircraft suitable for training purposes). Two (2) groups to be flown to CBI with U.E. plus 50% reserve aircraft and crews. Twelve (12) groups to be shipped by water to Pacific at U.E. Reserve A/C and crews to be shipped from U.S. The aircraft remaining in the theater which can be made servicable will be flown or shipped to CBI as attrition aircraft.

P-38: On Oct 1, will have 12 groups in ETO. Two groups will be flown at U.E. strength to U.S. for strategic reserve. Two groups will be flown to CBI at U.E. plus 50% reserve. Eight groups will be shipped by water to Pacific at U.E. Reserve aircraft and crews for these eight groups will be sent to Pacific from U.S. The aircraft remaining be flown or shipped to CBI as attrition aircraft for that theater.

TROOP CARRIER

C-47: Will have 17 groups in ETO on Oct 1, 1944. One (1) group goes to CBI by air at U.E. plus 25% reserve in a/c and 100% crews. Two (2) groups, two (2) squadrons, go to ETO occupation forces at U.E. plus 25% reserve a/c and 100% reserve crews. Three (3) groups, two (2) squadrons to U.S. by air for strategic reserve. Ten (10) groups to Pacific by air via the U.S. with all flyable aircraft.

RECONNAISSANCE

Recon: Will have six (6) groups in ETO on Oct 1, 1944. These groups will be returned to the U.S. for strategic reserve or redeployed to the Pacific directly from ETO following the pattern of the redeployment of ground forces from ETO.

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TAB A

HEAVY BOMBER

B-24: Will have on 1 October in ETO 34½ groups. Ten (10) groups to CBI at 100% U.E. plus 100% reserve in aircraft and crews; 19½ groups flown to Pacific via U.S. at U.E. Reserve crews will be assigned from the U.S. to fly reserve aircraft to combat theaters. Five (5) groups to U.S. for strategic reserve with remaining available aircraft (estimated to approximate U.E.).

B-17: Will have on 1 October in ETO 27-3/4 groups; 5 groups remain in ETO for occupation forces at U.E. plus 50% reserve in aircraft and 25% in crews; 5 groups will be converted in U.S. to long range transport groups with 100% reserve in crews; 8 groups will go via the U.S. at 100% U.E. plus 50% reserve to North Pacific; the remaining 9 groups go to U.S. for strategic reserve with available remaining aircraft. These groups will be converted to B-29 groups. Three (3) squadrons of Pathfinders will be redeployed to U.S. strategic reserve.

MEDIUM & LIGHT BOMBERS

B-26: Will have on 1 October 10 groups in ETO. Three (3) groups will remain in ETO occupation force; 4 groups to U.S. to receive A-26's and proceed to Pacific. Three (3) groups to U.S. strategic reserve. These groups to fly back at U.E. if no other profitable disposition of aircraft to foreign countries is contemplated. These three (3) groups will be converted to A-26 groups by 1 April 1945.

B-25: Will have on 1 October 3 groups in ETO. Three (3) groups go to Pacific by air at U.E. via the U.S. Reserve aircraft in ETO to be sent by air to CBI as attrition replacements.

A-20: Will have on 1 October 4 groups. The aircraft will be disposed of to friendly countries. All units will return to U.S. by water to be transitioned to A-26 groups.

A-26: Will have on Oct 1 one (1) group. This group will go to CBI with all available aircraft with crews. (If CBI requirements for this type have not been filled prior to V Day. If no requirement exists, this group will be returned to the U.S. without A/C. A/C will be sent to CBI.)

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NIGHT FIGHTER SQUADRONS

Will have seven (7) squadrons in ETO on Oct 1. These will be deployed to the Pacific by water with operational aircraft.

LIAISON

Will be eight (8) liaison squadrons Oct 1. These squadrons to remain in ETO with occupation forces, or shipped to Pacific following the pattern of redeployment of ground forces from ETO.

EMERGENCY RESCUE

Will be one (1) squadron on Oct 1, 1944. This squadron will go to the Pacific by air via the U.S. at U.E. plus flyable aircraft.

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25 January 1944

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ARMY AIR FORCES

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ARMY AIR FORCES



Deployment of Combat Units (AFAEP - 15 January 1944)

REDEPLOYMENT OF COMBAT UNITS SHOWING MONTH OF SHIPMENT AFTER CAPIT

Note: Month of Shipment derived from JWPC Flow Charts with some a

| Theater | (Ultimate) COMBAT UNITS Type of Unit | No. of Units Gps | Sep Sq | (Victory Over Germany) (Oct for VHB) V | READJUSTMENT PERIOD (IN MONTHS) (Month of Shipments) V ≠ 1 | V ≠ 2 | V ≠ 3 | V ≠ 4 | V ≠ 5 | V ≠ 6 | V ≠ 7 | V ≠ |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| U.K. | H/B Gp (Incl Path-finder) | 41 | | 41 | 41 | -4NP 37 (Incl Path) | -4CBI 22<br>-3CP<br>-6SP<br>-2SWP | -1NP 9<br>-8SWP<br>-4CP | -4NP 5 | 5 | 5 | |
| | M/B & L/B Gp | 11 | | 11 | 11 | 11 | -1NP 8<br>-2SWP | -3SWP 5 | -3CP 2 | 2 | 2 | |
| | Ftr & Ftr B Gp | 36 | | 36 | 36 | 36 | -3SP 32<br>-1SWP | -4CP 28 | -4NP 12<br>-4CP<br>-8SWP | -2CP 5<br>-5SWP | 5 | |
| | Recon Gp | 3 | | 3 | 3 | 3 | 3 | -2CP 0<br>-1SWP | 0 | 0 | 0 | |
| | T/C Gp | 14 | | 14 | 14 | -1NP 10-3/4<br>-2½US | -1½CP 6-3/4<br>-2SWP<br>-½CBI<br>&SP | -2SWP 4-3/4 | 4-3/4 | -3½SWP 1-1/4 | -1CBI 1/4 | |
| | H/B Sq (Polish Relief) | | 2 | 2 | 2 | 2 | 2 | 2 | -2SP 0 | 0 | 0 | |
| | Night Ftr Sq | | 3 | 3 | 3 | 3 | -2CP 0<br>-1SWP | 0 | 0 | 0 | 0 | |
| | Liaison Sq | | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | |
| North Africa | H/B Gp | 21 | | 21 | 21 | -5US(1)16 | 16 | 16 | -4SWP 12 | -4CBI 8 | -1CP 5<br>-2SWP | -3CP<br>-2SW |
| | M/B & L/B Gp | 7 | | 7 | 7 | -1SWP 6 | -1CBI 4<br>-1SWP | -1CBI 2<br>-1SWP | -1CBI 1 | 1 | 1 | |
| | Ftr & Ftr/B Gp | 10 | | 10 | 10 | 10 | -4CBI 4<br>-2SWP | 4 | 4 | 4 | 4 | |
| | Recon Gp | 3 | | 3 | 3 | 3 | -1½CBI 0<br>-1½SWP | 0 | 0 | 0 | 0 | |
| | T/C Gp | 3 | | 3 | 3 | 3 | -2CBI 1 | 1 | -3/4 US 1/4 | 1/4 | 0 | 1/4 |
| | Night Ftr.Sq | | 4 | 4 | 4 | -4SWP 0 | 0 | 0 | 0 | 0 | 0 | |
| | Liaison Sq | | 0 | 0 | 0 | ≠1US 1 | 1 | 1 | 1 | 1 | 1 | |
| CBI | VHB Gp | 8 | | 8 | 8 | 8 | 8 | 8 | 8 | 8 | 8 | |
| | H/B GP | 2 | | 2 | 2 | 2 | ≠ 4UK 6 | 6 | 6 | ≠4 NA 10 | 10 | |
| | M/B & L/B Gp (1 | 3 | | 3 | 3 | 3 | ≠ 1NA 4 | ≠1NA 5 | ≠1NA 6 | 6 | 6 | |
| | Ftr & Ftr/B Gp | 6 | | 6 | 6 | 6 | ≠4NA 10 | 10 | 10 | 10 | 10 | |
| | Recon Gp | 1 | | 1 | 1 | 1 | ≠1½NA 3<br>½* | 3 | 3 | 3 | ≠1UK 4 | |
| | T/C Gp | 1 | | 1 | 1 | 1 | ≠2NA 3 | 3 | 3 | 1 | 1 | |
| | | | | | | | 3 | -1SP 1 | 1 | | | |

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ARMY AIR FORCES

REDEPLOYMENT OF COMBAT UNITS SHOWING MONTH OF SHIPMENT AFTER CAPITULATION OF GERMANY

Note: Month of Shipment derived from JWPC Flow Charts with some adjustments by AFAEP

| READJUSTMENT PERIOD (IN MONTHS) (Month of Shipments) | | | | | | Redeployment of Combat Units After Capitulation of Germany: AFAEP-6 Nov 1943 adj to 3 January 1944) (If Siberian Bases are not available) Number of Units | | Comments |
|---|---|---|---|---|---|---|---|---|
| V≠3 | V≠4 | V≠5 | V≠6 | V≠7 | V≠8 | Gps | Sep Sq | |
| BI 22<br>P<br>P<br>WP | -1NP 9<br>-8SWP<br>-4CP | -4NP 5 | 5 | 5 | 5 | 5 | | |
| P 8<br>WP | -3SWP 5 | -3CP 2 | 2 | 2 | 2 | 2 | | |
| P 32<br>WP | -4CP 28 | -4NP 12<br>-4CP<br>-8SWP | -2CP 5<br>-5SWP | 5 | 5 | 5 | | |
| 3 | -2CP 0<br>-1SWP | 0 | 0 | 0 | 0 | 0 | | |
| CP 6-3/4<br>WP<br>BI<br>P | -2SWP 4-3/4 | 4-3/4 | -3½SWP 1-1/4 | -1CBI 1/4 | 1/4 | 1/4 | | 1/2 T/C Gp in V≠3 become separate T/C Sqs- 1 T/C Sq to be sent to CBI & 1 T/C Sq to be sent to So. Pacific |
| 2 | 2 | -2SP 0 | 0 | 0 | 0 | | 0 | |
| P 0<br>WP | 0 | 0 | 0 | 0 | 0 | | 0 | |
| 1 | 1 | 1 | 1 | 1 | 1 | | 1 | |
| 16 | 16 | -4SWP 12 | -4CBI 8 | -1CP 5<br>-2SWP | -3CP 0<br>-2SWP* | 0 | | (1) To US for conversion to VLR Transports (Allocate to SWP)<br>* Convert to VHB for SWP |
| BI 4<br>WP | -1CBI 2<br>-1SWP | -1CBI 1 | 1 | 1 | 1 | 1 | | |
| BI 4<br>WP | 4 | 4 | 4 | 4 | 4 | 4 | | |
| CBI 0<br>SWP | 0 | 0 | 0 | 0 | 0 | 0 | | 1/2 Gp to SWP to become separate squadrons. |
| BI 1 | 1 | -3/4 US 1/4 | 1/4 | 1/4 | 1/4 | 1/4 | | |
| 0 | 0 | 0 | 0 | 0 | 0 | | 0 | |
| 1 | 1 | 1 | 1 | 1 | 1 | | 1 | |
| 8 | 8 | 8 | 8 | 8 | 8 | 8 | | |
| UK 6 | 6 | 6 | ≠4 NA 10 | 10 | 10 | 10 | | |
| A 4 | ≠1NA 5 | ≠1NA 6 | 6 | 6 | 6 | 6 | | (1) One of these 3 Gps comes to CBI from No. Africa when the colored M/B Gp reaches No. Africa to replace it. Probably about Oct-Dec 1944. |
| 10 | 10 | 10 | 10 | 10 | 10 | 10 | | |
| 3 | 3 | 3 | 3 | 3 | 3 | 3 | | *(See Note Following) |
| 3 | 3 | 3 | 3 | ≠UK 4 | 4 | 4 | | |
| 2 | -1SP 1 | 1 | 1 | 1 | 1 | | 1 | |

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| | | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | M/B & L/B Gp | 11 | | | 11 | 11 | Path) | 11 | -6SP -2SWP | | -4CP | | | | | | | | |
| | Ftr & Ftr B Gp | 36 | | | 36 | 36 | | 36 | -1NP -2SWP | 8 | -3SWP | 5 | -3CP | 2 | | 2 | | 2 | |
| | Recon Gp | 3 | | | 3 | 3 | | 3 | -3SP -1SWP | 32 | -4CP | 28 | -4NP -4CP -8SWP | 12 | -2CP -5SWP | 5 | | 5 | |
| | T/C Gp | 14 | | | 14 | 14 | | 3 | | 3 | -2CP -1SWP | 0 | | 0 | | 0 | | 0 | |
| | H/B Sq (Polish Relief) | | 2 | | 2 | 2 | -1NP -2½US | 10-3/4 | -1½CP -2SWP -½CBI &SP | 6-3/4 | -2SWP | 4-3/4 | | 4-3/4 | -3½SWP | 1-1/4 | -1CBI | 1/4 | |
| | Night Ftr Sq | | 3 | | 3 | 3 | | 2 | | 2 | | 2 | -2SP | 0 | | 0 | | 0 | |
| | Liaison Sq | | 1 | | 1 | 1 | | 3 | -2CP -1SWP | 0 | | 0 | | 0 | | 0 | | 0 | |
| North Africa | H/B Gp | 21 | | | 21 | 21 | -5US(1) | 1 | | 1 | | 1 | | 1 | | 1 | | 1 | |
| | M/B & L/B Gp | 7 | | | 7 | 7 | -1SWP | 16 | | 16 | | 16 | -4SWP | 12 | -4CBI | 8 | -1CP -2SWP | 5 | -3 -2 |
| | Ftr & Ftr/B Gp | 10 | | | 10 | 10 | | 6 | -1CBI -1SWP | 4 | -1CBI -1SWP | 2 | -1CBI | 1 | | 1 | | 1 | |
| | Recon Gp | 3 | | | 3 | 3 | | 10 | -4CBI -2SWP | 4 | | 4 | | 4 | | 4 | | 4 | |
| | T/C Gp | 3 | | | 3 | 3 | | 3 | -1½CBI -1½SWP | 0 | | 0 | | 0 | | 0 | | 0 | |
| | Night Ftr.Sq | | 4 | | 4 | 4 | | 3 | -2CBI | 1 | | 1 | -3/4 US | 1/4 | | 1/4 | | 1/4 | |
| | Liaison Sq | | 0 | | 0 | 0 | -4SWP | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | |
| | | | | | | | ½US | 1 | | 1 | | 1 | | 1 | | 1 | | 1 | |
| CBI | VHB Gp | 8 | | | 8 | 8 | | 8 | | 8 | | 8 | | 8 | | 8 | | 8 | |
| | H/B GP | 2 | | | 2 | 2 | | 2 | ½ 4UK | 6 | | 6 | | 6 | ½4 NA | 10 | | 10 | |
| | M/B & L/B Gp (1 | 3 | | | 3 | 3 | | 3 | ½ 1NA | 4 | ½1NA | 5 | ½1NA | 6 | | 6 | | 6 | |
| | Ftr & Ftr/B Gp | 6 | | | 6 | 6 | | 6 | ½4NA | 10 | | 10 | | 10 | | 10 | | 10 | |
| | Recon Gp | 1 | | | 1 | 1 | | 1 | ½1½NA ½2* | 3 | | 3 | | 3 | | 3 | | 3 | |
| | T/C Gp | 1 | | | 1 | 1 | | 1 | ½2NA | 3 | | 3 | | 3 | | 3 | ½1UK | 4 | |
| | Night Ftr Sq | | 2 | | 2 | 2 | | 2 | | 2 | -1SP | 1 | | 1 | | 1 | | 1 | |
| | Recon Sq | | 3 | | 3 | 3 | | 3 | -2* | 1 | | 1 | | 1 | | 1 | | 1 | |
| | T/C Sq | | 0 | | 0 | 0 | | 0 | ½1UK | 1 | | 1 | | 1 | | 1 | | 1 | |
| | Liaison Sq | | 1 | | 1 | 1 | | 1 | | 1 | | 1 | | 1 | | 1 | | 1 | |
| Alaska & Aleutians (North Pacific) | VHB Gp | | | | | | | | | | | | | | ½2US | 2 | ½1US | 3 | |
| | H/B Gp (1) | 1 | | | 1 | 1 | ½4UK (Incl Path) | 5 | | 5 | ½1UK | 6 | ½4 UK | 10 | | 10 | | 10 | |
| | M/B & L/B Gp | 0 | | | 0 | 0 | | 0 | ½1UK | 1 | | 1 | | 1 | | 1 | | 1 | |
| | Ftr & Ftr/B Gp | 1 | | | 1 | 1 | | 1 | ½1AB | 2 | | 2 | ½4UK | 6 | | 6 | | 6 | |
| | T/C Gp | 0 | | | 0 | 0 | ½1UK | 1 | | 1 | | 1 | | 1 | | 1 | | 1 | |
| | T/C Sq | | 1 | | 1 | 1 | | 1 | | 1 | | 1 | | 1 | | 1 | | 1 | |
| | Emergency Rescue Sq | | 0 | | 0 | ½½US | 1/2 | 1/2 | | 1/2 | | 1/2 | | 1/2 | | 1/2 | | 1/2 | |
| | Arctic Rescue Sq | | 0 | | 0 | 0 | | 0 | ½1AB | 1 | | 1 | | 1 | | 1 | | 1 | |
| Central Pacific | VHB Gp | | | | | | ½2US | 2 | ½2US | 4 | ½2US | 6 | ½2US | 8 | | 8 | | 8 | |
| | H/B Gp | 3 | | | 3 | 3 | | 3 | ½3UK | 6 | ½4UK | 10 | | 10 | | 10 | ½1NA | 11 | ½3 |
| | M/B & L/B Gp | 1 | | | 1 | 1 | | 1 | | 1 | | 1 | ½3UK | 4 | | 4 | | 4 | |
| | Ftr & Ftr/B Gp | 2 | | | 2 | 2 | | 2 | | 2 | ½4UK | 6 | ½4UK | 10 | ½2UK | 12 | | 12 | |
| | Recon Gp | 0 | | | 0 | 0 | | 0 | | 0 | ½2UK | 2 | | 2 | | 2 | | 2 | |
| | T/C Gp | 0 | | | 0 | 0 | | 0 | ½1½UK ½2* | 2 | | 2 | | 2 | | 2 | | 2 | |
| | Ftr & Ftr/B Sq | | 1 | | 1 | 1 | | 1 | | 1 | ½1AB | 2 | | 2 | | 2 | | 2 | |
| | Night Ftr Sq | | 1 | | 1 | 1 | ½1US | 2 | ½2UK | 4 | | 4 | | 4 | | 4 | | 4 | |
| | T/C Sq | | 2 | | 2 | 2 | | 2 | -2* | 0 | | 0 | | 0 | | 0 | | 0 | |
| | Recon Sq | | 2 | | 2 | 2 | | 2 | | 2 | | 2 | | 2 | | 2 | | 2 | |
| | Emergency Rescue Sq | | 0 | | 0 | ½1SWP 1½ ½½US | | 1½ | | 1½ | | 1½ | | 1½ | | 1½ | | 1½ | |

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|---|---|---|---|---|---|---|---|---|
| | -8SWP<br>-4CP | | | | | | | |
| 8 | -3SWP 5 | -3CP 2 | 2 | 2 | 2 | 2 | | |
| 2 | -4CP 28 | -4NP 12<br>-4CP<br>-8SWP | -2CP 5<br>-5SWP | 5 | 5 | 5 | | |
| 3 | -2CP 0<br>-1SWP | 0 | 0 | 0 | 0 | 0 | | |
| 6-3/4 | -2SWP 4-3/4 | 4-3/4 | -3½SWP 1-1/4 | -1CBI 1/4 | 1/4 | 1/4 | | 1/2 T/C Gp in V⁄3 become separate T/C Sqs- 1 T/C Sq to be sent to CBI & 1 T/C Sq to be sent to So. Pacific |
| 2 | 2 | -2SP 0 | 0 | 0 | 0 | | 0 | |
| 0 | 0 | 0 | 0 | 0 | 0 | | 0 | |
| 1 | 1 | 1 | 1 | 1 | 1 | | 1 | |
| 16 | 16 | -4SWP 12 | -4CBI 8 | -1CP 5<br>-2SWP | -3CP 0<br>-2SWP* | 0 | | (1) To US for conversion to VLR Transports (Allocate to SWP)<br>* Convert to VHB for SWP |
| 4 | -1CBI 2<br>-1SWP | -1CBI 1 | 1 | 1 | 1 | 1 | | |
| 4 | 4 | 4 | 4 | 4 | 4 | 4 | | |
| 0 | 0 | 0 | 0 | 0 | 0 | 0 | | 1/2 Gp to SWP to become separate squadrons. |
| 1 | 1 | -3/4 US 1/4 | 1/4 | 1/4 | 1/4 | 1/4 | 0 | |
| 0 | 0 | 0 | 0 | 0 | 0 | | 1 | |
| 1 | 1 | 1 | 1 | 1 | 1 | | | |
| 8 | 8 | 8 | 8 | 8 | 8 | 8 | | |
| 6 | 6 | 6 | ⁄4 NA 10 | 10 | 10 | 10 | | |
| 4 | ⁄1NA 5 | ⁄1NA 6 | 6 | 6 | 6 | 6 | | (1) One of these 3 Gps comes to CBI from No. Africa when the colored M/B Gp reaches No. Africa to replace it. Probably about Oct-Dec 1944. |
| 10 | 10 | 10 | 10 | 10 | 10 | 10 | | |
| 3 | 3 | 3 | 3 | 3 | 3 | 3 | | *(See Note Following) |
| 3 | 3 | 3 | 3 | ⁄1UK 4 | 4 | 4 | | |
| 2 | -1SP 1 | 1 | 1 | 1 | 1 | | 1 | * 2 Separate Recon Sq join ½ Recon Gp from No. Africa making a complete Recon Gp |
| 1 | ½ | ½ | ½ | 1 | 1 | | 1 | |
| 1 | 1 | 1 | 1 | 1 | 1 | | 1 | |
| 1 | 1 | 1 | 1 | 1 | 1 | | | |
| 5 | ⁄1UK 6 | ⁄4 UK 10 | ⁄2US 2<br>10 | ⁄1US 3<br>10 | 3<br>10 | 3<br>10(Incl 1 Pathfinder Gp) | | (1) Composite Gp 1 HB Sq ⁄ 1 MB Sq |
| 1 | 1 | 1 | 1 | 1 | 1 | 1 | | |
| 2 | 2 | ⁄4UK 6 | 6 | 6 | 6 | 6 | | |
| 1 | 1 | 1 | 1 | 1 | 1 | 1 | | |
| 1 | 1 | 1 | 1 | 1 | 1 | | 1 | |
| 1/2 | 1/2 | 1/2 | 1/2 | 1/2 | 1/2 | | 1/2 | 1/2 Air Sea Rescue (Emergency Rescue) Sq is equal to 2 flights. |
| 1 | 1 | 1 | 1 | 1 | 1 | | 1 | |
| 4 | ⁄2US 6 | ⁄2US 8 | 8 | 8 | 8 | 8 | | |
| 6 | ⁄4UK 10 | 10 | 10 | ⁄1NA 11 | ⁄3NA 14 | 14 | | |
| 1 | 1 | ⁄3UK 4 | 4 | 4 | 4 | 4 | | |
| 2 | ⁄4UK 6 | ⁄4UK 10 | ⁄2UK 12 | 12 | 12 | 12 | | |
| 0 | ⁄2UK 2 | 2 | 2 | 2 | 2 | 2 | | * (See Note Following) |
| 2 | 2 | 2 | 2 | 2 | 2 | | 2 | |
| 1 | ⁄1AB 2 | 2 | 2 | 2 | 2 | | 4 | |
| 4 | 4 | 4 | 4 | 4 | 4 | | 0 | *2 Separate T/C Sq join ½ T/C Gp from UK making a complete T/C Gp. |
| 0 | 0 | 0 | 0 | 0 | 0 | | | |
| 2 | 2 | 2 | 2 | 2 | 2 | | 2 | |
| 1½ | 1½ | 1½ | 1½ | 1½ | 1½ | | 1½ | |

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Troop Basis Division

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ARMY AIR FORCES



Deployment of Combat Units (AFAEP - 15 January 1944)

REDEPLOYMENT OF COMBAT UNITS SHOWING MONTH OF SHIPMENT AFTER CAPI

Note: Month of Shipment derived from JWPC Flow Chart with some a

| Theater | (Ultimate) COMBAT UNITS Type of Unit | No. of Units Gps | No. of Units Sep Sq | Victory Over Germany (Oct for VHB) V | READJUSTMENT PERIOD (IN MONTHS) (Month of Shipments) V ≠ 1 | V ≠ 2 | V ≠ 3 | V ≠ 4 | V ≠ 5 | V ≠ 6 | V ≠ |
|---|---|---|---|---|---|---|---|---|---|---|---|
| S.W. Pacific (Including South Pacific) | VHB Gp | | | 2 | ≠2US 4 | 4 | 4 | 4 | 4 | 4 | ≠1US ≠2NA |
| | H/B Gp | 6 | | 6 | 6 | 6 | ≠8UK 14 | ≠8UK 22 | ≠4NA 26 | 26 | |
| | M/B & L/B Gp | 6 | | 6 | 6 | ≠1NA 7 | ≠2UK 10 ≠1NA | ≠3UK 14 ≠1NA | 14 | 14 | |
| | Ftr & Ftr/B Gp | 8 | | 8 | 8 | 8 | ≠4UK 14 ≠2NA | 14 | ≠8UK 22 | ≠5UK 27 | |
| | Recon Gp | 3 | | 3 | 3 | 3 | ≠1NA 4 | ≠1UK 5 | 5 | 5 | |
| | T/C Gp | 5 | | 5 | 5 | 5 | ≠2UK 7 | ≠2UK 9 | 9 | ≠3½UK 12½ ≠5US 5 | |
| | TC-VLR Transp Gp | | | | | | | | | | |
| | H/B Sq (LAB) | | 1 | 1 | 1 | 1 | 1 | 1 | ≠2UK 3 | 3 | |
| | Night Ftr Sq | | 5 | 5 | 5 | ≠1US 10 ≠4NA | ≠1UK 11 | ≠1CBI 12 | 12 | 12 | |
| | Recon Sq | | 0 | 0 | 0 | ≠½NA 2 | 2 | 2 | 2 | 2 | |
| | T/C Sq | | 1 | 1 | 1 | 1 | ≠1UK 2 | 2 | 2 | 2 | |
| | Emergency Rescue Sq | | 2 | 2 | -1CP 1 | 1 | 1 | 1 | 1 | 1 | |
| U.S. Defense & Training (With Ground Troops & AFTAC | H/B Gp (Incl Seach Att Gp) | 2 | | 2 | 2 | 2 | 2 | 2 | 2 | 2 | |
| | Ftr & Ftr/B Gp | 3 | | 3 | 3 | 3 | 3 | 3 | 3 | 3 | |
| | Recon Gp | 5 | | 5 | 5 | 5 | 5 | 5 | 5 | 5 | |
| | T/C Gp | 1 | | 1 | 1 | ≠2½UK 3½ ≠5NA(1) 5 | 5 | 5 | ≠3/4NA 4 5 | 4 -5 SWP 0 | |
| | TC-VLR Transp Gp | | | | | | | | | | |
| | L/B Sq | | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | |
| | T/C Sq | | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | |
| | Night Ftr Sq | | 2 | 2 | 2 | -1CP 0 -1SP | 0 | 0 | 0 | 0 | |
| | Emergency Rescue Sq | | 2 | 2 | ≠½NP 1 -2CP | 1 | 1 | 1 | 1 | 1 | |
| | Liaison Sq | | 13 | 13 | 13 | -1NA 12 | 12 | 12 | 12 | 12 | |
| Caribbean | H/B Sq | | 4 | 4 | 4 | 4 | 4 | 4 | 4 | 4 | |
| | Ftr & Ftr/B Sq | | 6 | 6 | 6 | 6 | 6 | 6 | 6 | 6 | |
| | M/B & L/B Sq | | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | |
| | Recon Sq | | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | |
| | T/C Sq | | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | |
| Atlantic Bases Iceland | Ftr & Ftr/B Gp | 1 | | 1 | 1 | 1 | -1NP 0 | 0 | 0 | 0 | |
| Ascen- | Ftr & Ftr/B Gp | | 1 | 1 | 1 | 1 | 1 | -1CP 0 | 0 | 0 | |



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ARMY AIR FORCES

REDEPLOYMENT OF COMBAT UNITS SHOWING MONTH OF SHIPMENT AFTER CAPITULATION OF GERMANY

Note: Month of Shipment derived from JWPC Flow Chart with some adjustments by AFAEP

| READJUSTMENT PERIOD (IN MONTHS) (Month of Shipments) | | | | | | Redeployment of Combat Units After Capitulation of Germany | | |
|---|---|---|---|---|---|---|---|---|
| V ≠ 3 | V ≠ 4 | V ≠ 5 | V ≠ 6 | V ≠ 7 | V ≠ 8 | AFAEP-6 Nov 1943 adj to 3 January 1944) (If Siberian Bases are not available) Number of Units Gps | Sep Sq | Comments |
| 4 | 4 | 4 | 4 | ≠1US 5 | ≠2NA* 7 | 7 | | * Conversion of 2 H/B Gps from NA |
| ≠8UK 14 | ≠8UK 22 | ≠4NA 26 | 26 | ≠2NA 28 | 28 | 28 | | |
| ≠20UK 10 ≠1NA | ≠3UK 14 ≠1NA | 14 | 14 | 14 | 14 | 14 | | |
| ≠4UK 14 ≠2NA | 14 | ≠8UK 22 | ≠5UK 27 | 27 | 27 | 27 | | |
| ≠1NA 4 | ≠1UK 5 | 5 | 5 | 5 | 5 | 5 | | |
| ≠2UK 7 | ≠2UK 9 | 9 | ≠3½UK 12½ ≠5US 5 | 12½ 5 | 12½ 5 | 12½ 5 | | |
| 1 | 1 | ≠2UK 3 | 3 | 3 | 3 | | 3 | (Includes 1 LAB Sq) |
| ≠1UK 11 | ≠1CBI 12 | 12 | 12 | 12 | 12 | | 12 | |
| 2 | 2 | 2 | 2 | 2 | 2 | | 2 | ½ Recon Gp from No. Africa to become 2 Separate Recon Sqs. |
| ≠1UK 2 | 2 | 2 | 2 | 2 | 2 | | 2 | |
| 1 | 1 | 1 | 1 | 1 | 1 | | 1 | |
| 2 | 2 | 2 | 2 | 2 | 2 | 2 (Incl Search Att Gp) | | |
| 3 | 3 | 3 | 3 | 3 | 3 | 3 | | |
| 5 | 5 | 5 | 5 | 5 | 5 | 5 | | |
| 3½ | 3½ | ≠3/4NA 4 | 4 | 4 | 4 | 4 | | |
| 5 | 5 | 5 | -5 SWP 0 | 0 | 0 | 0 | | (1) TC-VLR Transp converted from HQ from NA |
| 1 | 1 | 1 | 1 | 1 | 1 | | 1 | |
| 1 | 1 | 1 | 1 | 1 | 1 | | 1 | |
| 0 | 0 | 0 | 0 | 0 | 0 | | 0 | |
| 1 | 1 | 1 | 1 | 1 | 1 | | 1 | |
| 12 | 12 | 12 | 12 | 12 | 12 | | 12 | |
| 4 | 4 | 4 | 4 | 4 | 4 | | 4 | |
| 6 | 6 | 6 | 6 | 6 | 6 | | 6 | |
| 1 | 1 | 1 | 1 | 1 | 1 | | 1 | |
| 3 | 3 | 3 | 3 | 3 | 3 | | 3 | |
| 1 | 1 | 1 | 1 | 1 | 1 | | 1 | |
| -1NP 0 | 0 | 0 | 0 | 0 | 0 | | 0 | |
| 1 | -1CP 0 | 0 | 0 | 0 | 0 | | 0 | |



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|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| South Pacific | Ftr & Ftr/B Gp | 8 | | 8 | 8 | | 8 | +2UK +2NA | 14 | +1NA | 14 | +8UK | 22 | +5UK | 27 |
| | Recon Gp | 3 | | 3 | 3 | | 3 | +1NA | 4 | +1UK | 5 | | 5 | | 5 |
| | T/C Gp | 5 | | 5 | 5 | | 5 | +2UK | 7 | +2UK | 9 | | 9 | +3½UK +5US | 12½ 5 |
| | TC-VLR Transp Gp | | | | | | | | | | | | | | |
| | H/B Sq (LAB) | | 1 | 1 | 1 | | 1 | | 1 | | 1 | +2UK | 3 | | 3 |
| | Night Ftr Sq | | 5 | 5 | 5 | +1US +4NA | 10 | +1UK | 11 | +1CBI | 12 | | 12 | | 12 |
| | Recon Sq | | 0 | 0 | 0 | +2NA | 2 | | 2 | | 2 | | 2 | | 2 |
| | T/C Sq | | 1 | 1 | 1 | | 1 | +1UK | 2 | | 2 | | 2 | | 2 |
| | Emergency Rescue Sq | | 2 | 2 | -1CP | 1 | | 1 | | 1 | | 1 | | 1 | |
| U.S. Defense & Training (With Ground Troops & AFTAC | H/B Gp (Incl Seach Att Gp) | 2 | | 2 | 2 | | 2 | | 2 | | 2 | | 2 | | 2 |
| | Ftr & Ftr/B Gp | 3 | | 3 | 3 | | 3 | | 3 | | 3 | | 3 | | 3 |
| | Recon Gp | 5 | | 5 | 5 | | 5 | | 5 | | 5 | | 5 | | 5 |
| | T/C Gp | 1 | | 1 | 1 | +2½UK | 3½ | | 3½ | | 3½ | +3/4NA | 4 | | 4 |
| | TC-VLR Transp Gp | | | | | +5NA(1) | 5 | | 5 | | 5 | | 5 | -5 SWP | 0 |
| | L/B Sq | | 1 | 1 | 1 | | 1 | | 1 | | 1 | | 1 | | 1 |
| | T/C Sq | | 1 | 1 | 1 | | 1 | | 1 | | 1 | | 1 | | 1 |
| | Night Ftr Sq | | 2 | 2 | 2 | -1CP -1SP | 0 | | 0 | | 0 | | 0 | | 0 |
| | Emergency Rescue Sq | | 2 | 2 | +½NP +½CP | 1 | | 1 | | 1 | | 1 | | 1 | |
| | Liaison Sq | | 13 | 13 | 13 | -1NA | 12 | | 12 | | 12 | | 12 | | 12 |
| Caribbean | H/B Sq | | 4 | 4 | 4 | | 4 | | 4 | | 4 | | 4 | | 4 |
| | Ftr & Ftr/B Sq | | 6 | 6 | 6 | | 6 | | 6 | | 6 | | 6 | | 6 |
| | M/B & L/B Sq | | 1 | 1 | 1 | | 1 | | 1 | | 1 | | 1 | | 1 |
| | Recon Sq | | 3 | 3 | 3 | | 3 | | 3 | | 3 | | 3 | | 3 |
| | T/C Sq | | 1 | 1 | 1 | | 1 | | 1 | | 1 | | 1 | | 1 |
| Atlantic Bases Iceland | Ftr & Ftr/B Gp | 1 | | 1 | 1 | | 1 | -1NP | 0 | | 0 | | 0 | | 0 |
| Ascension Islands | Ftr & Ftr/B Gp | | 1 | 1 | 1 | | 1 | | 1 | -1CP | 0 | | 0 | | 0 |
| Greenland | Arctic Rescue Sq | | 1 | 1 | 1 | | 1 | -1NP | 0 | | 0 | | 0 | | 0 |
| TOTAL | VH/B Gp | 8 | | 10 | 12 | | 14 | | 16 | | 18 | | 20 | | 22 |
| | H/B Gp | 76 | | 76 | 76 | | 71 | | 71 | | 71 | | 71 | | 71 |
| | M/B & L/B Gp | 28 | | | | | | | | | | | | | |
| | Ftr & Ftr/B Gp | 67 | | | | | | | | | | | | | |
| | Recon Gp | 15 | | | | | | | | | | | | | |
| | T/C Gp | 24 | | | | | | | | | | | | | |
| | TC-VLR Transp Gp | 0 | | 0 | 0 | | 5 | | 5 | | 5 | | 5 | | 5 |
| | H/B Sq | | 7 | | | | | | | | | | | | |
| | M/B & L/B Sq | | 2 | | | | | | | | | | | | |
| | Ftr & Ftr/B Sq | | 8 | | | | | | | | | | | | |
| | Night Ftr Sq | | 17 | | | | | | | | | | | | |
| | T/C Sq | | 6 | | | | | | | | | | | | |
| | Recon Sq | | 8 | | | | | | | | | | | | |
| | Emergency Rescue Sq | | 4 | | | | | | | | | | | | |
| | Arctic Rescue Sq | | 1 | | | | | | | | | | | | |
| | Liaison Sq | | 15 | | | | | | | | | | | | |
| GRAND TOTAL | | 218 Gps 68 Sqs | | | | | | | | | | | | | |

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|---|---|---|---|---|---|---|---|---|---|
| ~~8UK 14~~ | ~~8UK 14~~ | ~~14~~ | | | | | | | |
| ~~2~~UK 10 | ~~3~~UK 14 | 14 | 14 | 14 | 14 | 14 | | | |
| ~~1~~NA | ~~1~~NA | | | | | | | | |
| ~~4~~UK 14 | 14 | ~~8~~UK 22 | ~~5~~UK 27 | 27 | 27 | 27 | | | |
| ~~2~~NA | | | | | | | | | |
| ~~1~~NA 4 | ~~1~~UK 5 | 5 | 5 | 5 | 5 | 5 | | | |
| ~~2~~UK 7 | ~~2~~UK 9 | 9 | ~~3~~½UK 12½ | 12½ | 12½ | 12½ | | | |
| | | | ~~5~~US 5 | 5 | 5 | 5 | | | |
| 1 | 1 | ~~2~~UK 3 | 3 | 3 | 3 | | 3 | (Includes 1 LAB Sq) | |
| ~~1~~UK 11 | ~~1~~CBI 12 | 12 | 12 | 12 | 12 | | 12 | | |
| 2 | 2 | 2 | 2 | 2 | 2 | | 2 | ½ Recon Gp from No. Africa to become 2 Separate Recon Sqs. | |
| ~~1~~UK 2 | 2 | 2 | 2 | 2 | 2 | | 2 | | |
| 1 | 1 | 1 | 1 | 1 | 1 | | 1 | | |
| 2 | 2 | 2 | 2 | 2 | 2 | 2 (Incl Search Att Gp) | | | |
| 3 | 3 | 3 | 3 | 3 | 3 | 3 | | | |
| 5 | 5 | 5 | 5 | 5 | 5 | 5 | | | |
| ~~3½~~ | ~~3½~~ | ~~3/4~~NA 4 | 4 | 4 | 4 | 4 | | | |
| 5 | 5 | 5 | -5 SWP 0 | 0 | 0 | 0 | | (1) TC-VI.R Transp converted from HQ from NA | |
| 1 | 1 | 1 | 1 | 1 | 1 | | 1 | | |
| 1 | 1 | 1 | 1 | 1 | 1 | | 1 | | |
| 0 | 0 | 0 | 0 | 0 | 0 | | 0 | | |
| 1 | 1 | 1 | 1 | 1 | 1 | | 1 | | |
| 12 | 12 | 12 | 12 | 12 | 12 | | 12 | | |
| 4 | 4 | 4 | 4 | 4 | 4 | | 4 | | |
| 6 | 6 | 6 | 6 | 6 | 6 | | 6 | | |
| 1 | 1 | 1 | 1 | 1 | 1 | | 1 | | |
| 3 | 3 | 3 | 3 | 3 | 3 | | 3 | | |
| 1 | 1 | 1 | 1 | 1 | 1 | | 1 | | |
| -1NP 0 | 0 | 0 | 0 | 0 | 0 | | 0 | | |
| 1 | -1CP 0 | 0 | 0 | 0 | 0 | | 0 | | |
| -1NP 0 | 0 | 0 | 0 | 0 | 0 | | 0 | | |
| 16 | 18 | 20 | 22 | 24 | 26 | 26 | | | |
| 71 | 71 | 71 | 71 | 71 | 69 | 69 | | | |
| | | | | | | 28 | | | |
| | | | | | | 67 | | | |
| | | | | | | 15 | | | |
| | | | | | | 24 | | | |
| 5 | 5 | 5 | 5 | 5 | 5 | 5 | | | |
| | | | | | | | 7 | | |
| | | | | | | | 2 | | |
| | | | | | | | 8 | | |
| | | | | | | | 17 | | |
| | | | | | | | 6 | | |
| | | | | | | | 8 | | |
| | | | | | | | 4 | | |
| | | | | | | | 1 | | |
| | | | | | | | 15 | | |
| | | | | | | 234 Gps | 68 Sqs | | |

Prepared by: AC/AS, PC&R
Troop Basis Division

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U.S.A.F.
HISTORICAL DIVISION
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CATALOGED

Historical

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REDEPLOYMENT OF AAF UNITS IN EUROPE

3930-40

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Historical

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HEA[illegible]S ARMY AIR FORCES

ROUTIN[illegible] TOP SECRET

| TALLY NO. | |
|---|---|
| FILE NO. | |

SUBJECT: Control of U. S. Strategic Air Forces in Europe:

TO: General Arnold

DATE

FROM: General Kuter

COMMENT NO. 2 cont.
BJG/mhb/72538

is felt that the present employment of USSTAF is satisfactory. General Curtis further states that there is no present requirement to revise the POINTBLANK priorities.

4. In CCS 520 the British Chiefs of Staff proposed that:

"1. (e) After OVERLORD is established on the continent the directive for employment of strategic bombing forces will be reviewed".

This was accepted by the CCS. Under this clause it is believed that you have the option of requesting revision now or, alternately, may make such request later.

5. General Spaatz would like to have USSTAF under CCS control with himself or yourself as agent. Either of these proposals would conflict with General Eisenhower's directive. As next choice, General Spaatz would prefer to see USSTAF remain under General Eisenhower; this is felt to be sound policy in that it conforms to the principle of maximum assistance by the AAF to the Ground Forces.

6. General Spaatz would like to have the priorities of POINTBLANK reaffirmed to General Eisenhower by the CCS. With the present close relation between SCAEF and USSTAF, it is felt that such action is not necessary at this time but this question of cooperation should be properly handled by direct contact.

7. a) Since, therefore, the present overall employment of USSTAF is generally satisfactory:

It is recommended that no action be taken at this time by CG, AAF to request review of the CBO directive.

b) It is possible that juncture of ETO and MTO Forces on the continent may soon require a general revision of directives. Should this occur Strategic Air Forces should then be integrated into the system in such a manner as to combine effective attack of enemy national resources with every possible contribution to the Ground Forces. At such time, rather than to advance the proposition that Strategic Air Forces should remain under General Eisenhower's direction, it is recommended that the CG, AAF suggest to General Eisenhower that the AAF will be glad to support a request by him that all Strategic Air Forces be placed under his command.

I approve

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Incl: 1 added:
ltr 6/28/44 fr [illegible]
[illegible] to Eisenhower

[illegible]
Major General, U. S. A.
Air Staff, Plans

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3-1109 A.F.

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AUTH: CG: U
DATE: 21 MAR
INITIALS:

HEADQUARTERS
UNITED STATES STRATEGIC AIR FORCES IN EUROPE
OFFICE OF THE DEPUTY COMMANDER, OPERATIONS
APO 633

20 March 1945

373.2

Brigadier General Joe L. Loutzenheiser,
Chief, Operational Plans Division,
Headquarters, Army Air Forces,
War Department,
Washington 25, D. C.

Dear Joe:

My staff and I deeply appreciate the kind remarks and the thoughtful comments which you forwarded in your letter of 12 March 1945 on the subject of the draft memorandum which you carried home with you. The paper was a healthy effort from one of my staff officers to determine by introspection our own deficiencies and to arrive at practical solutions therefor. It was written after we received the ground setbacks on the Western Front during December, and before the marvelous Russian advance gave us a welcome shot in the arm. When it was written, the presentation was timely and effective; however, we feel now that certain parts, particularly those referring to targets for a long war, no longer hold good. For instance, we entirely agree with you that ball bearings is no longer an attractive target system. Recent intelligence indicates that the system has been dispersed more than we thought.

In regard to your comments on the draft paper, you may rest assured that we are entirely alive to the requirements for the final blows against the enemy. This month our precision efforts against oil should leave the Germans with a productive capacity of the order of 50,000 tons, or less, of gasoline per month. Continued pressure will be necessary in order to keep their production below this figure, but with the higher expectancy of visual operations, this pressure can be maintained and still leave the greater part of our effort available to finish off the Hun. While maintaining our pressure on oil, you may expect us to continue our efforts to keep the ground forces moving. These operations will be planned uses of heavy bombers on the battlefield rather than emergency uses. Our operational planning officers are keeping in step with the ground planners in order to make the strategic forces available in all cases where their blows are necessary or useful in facilitating the movement of the ground forces. With the approach of good weather, we anticipate no difficulty in this matter. We can meet these commitments and still have available effort to use against transportation in isolating the battlefield and in general dislocation of the system. An example of this was our plan CLARION which we consider singularly effective.

I agree with your thought in paragraph 9, commenting on the paragraph on policy, as a desirable solution for the closing or tactical phases of the war. Such an arrangement is even now being effectively practiced. For some months, G-2, SHAEF, has been represented on the Combined Strategic Targets Committee. This representation was mutually beneficial. The judicial approach is absolutely

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essential for long range strategic planning and we here are more than gratified with the contributions of both the American and British experts in this field. The inconsistencies in target policy referred to in the basic paper are to a certain extent due to outside pressure, and also due to insufficient knowledge of the capabilities of other forces, both U. S. and Allied, required for a reasonable estimate of the length of the war. It has been of incalculable benefit in combating the numerous and sometimes ill-advised pressure groups, to have at our disposal expert committees of fact finders. I do not mean that facts are everything, because a commander's judgment and intuition are all important. He must, however, have all possible facts at his disposal.

Our operating techniques, strategic doctrines, and operational plans are being made available to the U. S. Strategic Bombing Survey to further their project in arriving at a complete picture of the results of strategic bombing in this theater. I have conducted most satisfactory conferences with the civilian heads of this activity on the same subject and feel that the matter is under control. You realize, of course, that considerable delicacy exists in the matter and we are exercising the utmost care in assisting the Survey to arrive at reasonable conclusions.

Naturally, here, we feel that the strategic lessons learned in this theater should be used to the maximum in furthering the war against Japan. Since the Japanese war has reached the stage where air strategic effort will have decisive effect on the final outcome, it is most important that the application of these lessons starts now. The strategic doctrines to which you refer exist in the minds of the senior commanders and their senior staff officers. I have considerable doubt as to the possibility of effectively documenting these doctrines in such a manner as to make them effective when presented to different staffs and commanders in other theaters. However, I am preparing a brief of both strategic and tactical planning doctrines which will be oriented both for staff and public consumption. We want the benefit of the best thought in the theater in this preparation; therefore, I will be unable to include it at this time. I do not believe it is best to regiment our tactics, but sound principles must be known and understood. When the war has reached a conclusion here, the transfer of senior staff officers is indicated. These officers should be selected both for their experience and their flexibility of thought, for those tactics which are sound in the European theater may not be the best for the Japanese theater. However, the experience over here, particularly in the operation of massive Air Forces, must be transferred to the Pacific.

Sincerely,

F. L. ANDERSON
Major General, U.S.A.
Deputy Commander, Operations

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AFAEP
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4 April 194

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APR 4 1945

Major General F. L. Anderson, USA
Deputy Commander, Operations, USSTAF
APO 633, c/o Postmaster
New York, New York

Dear Fred:

Your letter of the 30th of March, 1945 was a little late as we are already in receipt of the plan you mentioned for the Occupational Air Force Air Defense Command. The Air Staff has under consideration this plan in order to assist you in securing War Department approval. We appreciate your interest in bringing this to our attention, and will advise you if the plan is approved.

The following information is being written at the request of the shipping people in the War Department and is not intended to limit your operations in any way. I refer to FACS 84 dated 20 September 1944, in which the CCS expressed the belief that ships lying in enemy harbors which are useless to the enemy's war effort should not be attacked. News dispatches of 3 April indicate the bombing by the 8th Air Force of German liners at Wilhemshaven. Inasmuch as the rapid redeployment of U.S. forces depends upon bringing into service as many ex-enemy liners as can be captured and made available for conversion to carry U.S. troops, it is desirable that you bear this in mind in connection with your future operations.

With very best wishes,

JOE L. LOUTZENHISER
Brigadier General, U.S.A.
Actg. Assistant Chief of Air Staff,
Plans

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AUTH: CG US...
DATE: ... MAR 78
INITIALS: WD

HEADQUARTERS
UNITED STATES STRATEGIC AIR FORCES IN EUROPE
Office of the Deputy Commander, Operations

APO 633, U. S. Army

8 MAR 1945

Major General L. S. Kuter
Assistant Chief of Air Staff (Plans)
Headquarters, Army Air Forces
Washington, D. C.

Dear Larry:

One of the missions of the Ninth Air Force (Occupation Air Force) is to protect U. S. installations and lines of communications by providing the required fighter aircraft, both day and night, and AA units. In order to accomplish this, I want to give you our current ideas concerning the establishment of an Air Defense Command as one of the major Commands of the Occupation Air Force.

The Commanding General of the Ninth Air Defense Command has made available pertinent information on this subject which, I believe, will be of interest to you. All of these ideas are sound and are based upon practical operational experience. Therefore, I have concurred with them and will appreciate whatever you can do in lending your assistance in securing War Department approval of the integrated Air Defense Command doctrine as a normal function of the Occupation Air Force.

In the early phases of operations in this theater we had to place complete reliance for antiaircraft protection of our airdromes on antiaircraft troops made available from Ground Force sources as and when convenient; for obvious reasons this was unsatisfactory. When the Ninth Air Force was organized an air defense organization was included; this organization eventually evolved into the present IX Air Defense Command which now controls practically all of the antiaircraft units defending our airdromes on the Continent and also antiaircraft units defending vital communications zone installations behind the Army Group Rear Air Boundary. Thus, we are now providing our air installations with essential antiaircraft defenses controlled by an Air Force agency responsible only to the Air Force Commander. The IX Air Defense Command functions in accordance with War Department doctrine as published in paragraph 93 of FM 100-5; Section IV of FM 100-20; and FM 1-25.

Upon the recommendation of Major General Vandenberg, Commanding General, Ninth Air Force, we have decided to request the inclusion of an Air Defense Command as a major component of the permanent OAF. The Redeployment Schedule recently returned to the War Department makes provision for such a command. In order to avoid T/O troubles which might influence Washington against the idea, a plan has been worked out as follows:

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a. Request extension of the life of the present IX Air Defense Command bulk allotment to the ninth (9th) month after V-E day (originally stated for de-activation in second (2nd) month).

b. Use the old Eighth Air Force Composite Command T/O (T/O A-1-801-1) for disarmament purposes until the ninth (9th) month. This T/O has already been approved by the War Department as part of the OAF troop basis.

c. After the ninth (9th) month use the above T/O to provide grades and ratings for the OAF Air Defense Command on a permanent basis. This T/O can readily be used for the Air Defense Command Headquarters requirements when the appropriate time comes.

The necessary Air Force supporting units include two (2) tow target squadrons, a signal air warning service and night fighter squadrons and are also provided in the Redeployment Schedule.

On 28 February we requested ETOUSA to allocate some 18,000 antiaircraft troops to the OAF for general air defense purposes, justifying our request on War Department doctrine and on General Eisenhower's policy decision of 19 January 1945 to the effect that air defense should be handled on an area basis and that "as the armies move deeper into Germany, the Air Defense Command should follow behind establishing its rear area defense in the same manner as it now does in the Communications Zone". On 16 March ETOUSA replied that although "the division of AA troops between the Air Force and the Field Force cannot be exactly determined at this time, in view of General Eisenhower's letter of 19 January concerning air defense it is recognized that there will be AA under control of both the Army Group and the Air Corps". It therefore appears certain that all air defense elements will be available to the OAF.

Briefly stated, the mission of the OAF Air Defense Command will be to provide integrated air defense for:

a. Airdromes within occupied Germany.

b. Main air bases outside Germany.

c. Other important Air Force installations.

d. Important lines of communications and static installations pertaining to the Field and Service Forces.

e. In addition, perform flak disarmament duties and assisting in gathering intelligence on enemy air defenses.

The establishment of an Air Defense Command as a part of the OAF should prove to be extremely useful not only in preserving the tactical security and balance of the Occupation Air Force but also in pointing the way for continued future development of coordinated air and antiaircraft defense of vital areas

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and the continuance of a precedent already established. This is especially important in view of the increased threat to our air bases from guided missiles and very long range bombers. We should be prepared to go into any future war with a well developed air defense organization.

I am writing this letter to you so that you may become familiarized with our ideas concerning this subject, and I will appreciate hearing your views concerning what is outlined above.

Sincerely,

F. L. ANDERSON
Major General, U.S.A.
Deputy Commander, Operations

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AF HQ-12 HEADQUARTERS AAF

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COMMENT

ANSWER HAS BEEN PREPARED AND SENT IN FINAL FORM to GEN L—

Lindley

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3-2AF, AF Reg. 1 Aug 1944

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AF HQ-12 HEADQUARTERS AAF

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COMMENT

a For preparation of answer when & if required.

Bill-

How about taking this inasmuch as action, if any will occur while I'm gone.

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TOP SECRET
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AUTH: CG USSTAF
DATE: MAR 10 1945
INITIALS:

HEADQUARTERS
UNITED STATES STRATEGIC AIR FORCES IN EUROPE
OFFICE OF THE DEPUTY COMMANDER, OPERATIONS
APO 633

10 March 1945

Brigadier General Joe L. Loutzenheiser
Chief, Operational Plans Division
Headquarters, Army Air Forces
Washington, D. C.

Dear Joe:

This will acknowledge your letter of 21 February addressed to my assistant, Colonel Odom, in which you made reference to the conference Colonel Odom held with Colonels Fearing and McGuire on 31 January 1945. The information that you provided us in this letter is vital to our planning and is thoroughly appreciated.

We have studied the policies enunciated in JCS Memorandum for Information #304, as contained in EAC Draft Directive, "Disposition of German or German Controlled Aircraft, Aeronautical Equipment and Facilities". This Headquarters heartily concurs in these announced policies.

Regarding USSTAF's proposal for location of heavy bomb groups outside the designated U. S. Zone of Occupation in GERMANY, planning here is progressing into more detailed stages. You will be kept informed as to any changes introduced into either the Policy Guide or D/PHP, "Requirements for Air Bases, Facilities and Privileges for U. S. Air Forces During the Occupation Period". It will be appreciated if you dispatch to us any pertinent information on this subject which may develop in Washington.

Sincerely

F. L. ANDERSON
Major General, USA
Deputy Commander, Operations

1 Incl:
EAC Draft Dir, "Disposition of German or German Controlled A/C, Aeronautical Equip. & Facilities, dtd 22 Nov 44.

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Copy No. 1609-7

U. S. DELEGATION, E.A.C.

22 November 1944

Note: This directive has been approved by the JCS and State Department and has been circulated in E.A.C.

DRAFT DIRECTIVE NO. 8

DISPOSITION OF GERMAN OR GERMAN CONTROLLED AIRCRAFT, AERONAUTICAL EQUIPMENT AND FACILITIES

1. This directive is issued to you as Commander-in-Chief of the US (UK) (USSR) forces of occupation. Identical directives are being issued simultaneously to the Commanders-in-Chief of the forces of occupation of the other two Allies. In this directive, the phrase "Control Council" refers to the three Allied Commanders-in-Chief acting jointly. The words "you" or "you in your zone" refer to each of the Commanders-in-Chief as zone commander and, where applicable, to the Inter-Allied Governing Authority (Komendatura) in the "Greater Berlin" area.

2. References

Reference is made to the pertinent provisions of the "Unconditional Surrender of Germany"* and to the pertinent provisions of the General Order**. You will enforce and implement in your zone of occupation the surrender terms and general orders as they relate to the disposition of German or German controlled aircraft, aeronautical equipment and facilities, in accordance with the policies and instructions hereinafter set forth.

3. Other Directives

Reference is also made to the directives on "Disposal of German Armed Forces Subsequent to Surrender", "Disarmament of the German Armed Forces and Disposal of Enemy Equipment", "Disposition of German and German Controlled Naval Craft, Equipment and Facilities", "Securing and Examining Information and Archives", and to any directive concerning the control of air bases and military transport aviation.

4. Coordination

You will coordinate the execution of these policies and instructions with the Control Council which is responsible for the supervision of the coordination of policies relative to the disposition of enemy aircraft, equipment and facilities.

5. Escape by Air

You will employ immediately all available measures to prevent the use of aircraft as a means of escape of individuals or evacuation of property from Germany.

6. Disposition of Aircraft

a. You will seize all German or German controlled aircraft, military and civil, located in or returned to your zone. Except as provided in paragraph 8 hereof, you will destroy as quickly as possible all standard type military and civil aircraft, so seized, which are not essential to your immediate operational requirements. You will hold secure and subject to the disposition of the Control Council, all experimental or new type military and civil aircraft, all aircraft fitted with experimental or new type equipment and all other aircraft which you consider merit special examination.

*Including Articles 2(a);2(c); 3; 5(a); 5(a)(i); 5(a)(iii)-(vi); 5(b); 8; 10; 12(a).

**Including new paragraph following 2; paragraph 6(a); 10(b); 11; new subparagraph following 15(a); paragraph 30(a); 31; 37; new paragraph following 37; and paragraph 38.

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b. You will submit promptly to the Control Council a detailed report of the location, type, quantity and condition of the following:

(1) All aircraft seized and destroyed by you; and

(2) All aircraft seized and retained by you.

7. Disposition of Aircraft Equipment

a. You will seize all German or German controlled stocks of aircraft replacement parts, components, and all other equipment of aircraft, including armament, bombs and missiles, located within your zone. Except as provided in paragraph 8 hereof, you will destroy as quickly as possible all standard type parts, components, and equipment which are not essential to your immediate operational requirements. You will hold secure and subject to the disposition of the Control Council all experimental or new type parts, components, and equipment, and all other parts, components, and equipment which you consider merit special examination, including, in particular, all serial missiles, whether accoustically or electronically controlled or jet or rocket propelled, and all equipment relating thereto.

b. You will submit promptly to the Control Council a detailed report of the location, type, quantity and condition of the following:

(1) All aircraft parts, components, and equipment seized and destroyed by you; and

(2) All aircraft parts, components, and equipment seized and retained by you.

8. Retention of Other Aircraft

In addition to the aircraft, aircraft parts, components, and equipment which you are retaining and not destroying under the provisions of the preceding two paragraphs, you will retain similarly and not destroy such other aircraft, parts, components and equipment, located within your zone, as the accredited representatives of either of the other two Allied Commanders-in-Chief may designate for retention as experimental or new type models, holding the same secure and subject to the disposition of the Control Council.

9. Communications, Warning and Meteorological Systems

You will take control of, and safeguard, all German or German controlled aircraft communications, signal, warning and detection systems, radar, radio, direction and range finding systems, meteorological and weather systems, and, in general, any other systems, located within your zone, relating or accessory to the operation of friendly or enemy aircraft. You will cause to be restored to good workingorder, and you will utilize, such parts of these systems as you may require. You will report promptly to the Control Council the location, type, quantity and condition of all such systems taken under your control, holding the same secure for such disposition and utilization as the Control Council may direct.

10. Air Bases

You will seize, take control of, and occupy, all German or German controlled military and civil air bases, flight control establishments, air training establishments, air repair and service depots, and any other aeronautical training or operational establishment located within your zone. You will cause to be restored to good working order and you will utilize such facilities of these establishments as you may require. You will report promptly to the Control Council the location and condition of the air bases and other establishments, and their facilities, thus taken under your control, holding the same secure for such disposition and utilization as the Control Council may direct.

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11. Research Establishments

You will seize, takecontrol of, and occupy, all German or German controlled aeronautical experimental, development, and research establishments, testing stations, or laboratories located within your zone. You will submit promptly to the Control Council a detailed description of the establishments, testing stations or laboratories, and their facilities, thus taken under your control, holding the same secure for such disposition as the Control Council may direct.

12. Archives, Research Data, Etc.

You will seize and safeguard all German or German controlled aeronautical data of any kind, located within your zone, designed or intended to facilitate or record the production or use of the aeronautical articles, materials and facilities referred to throughout the directive, including particularly archives, patents, processes, drawings, plans, inventions, and technical or scientific data, operational, research and development data, and manufacturing and production records. You will report promptly to the Control Council the nature of all such data seized by you, holding the same secure for such disposition as the Control Council may direct.

13. Manufacturing Facilities

You will sieze, or otherwise take control of, and safeguard all German or German controlled establishments for the manufacture or assembly of aircraft, aircraft parts, components, equipment and related systems, located within your zone. You will enforce an immediate cessation of all such manufacture or assembly. You will report promptly to the Control Council all such establishments taken under your control, holding the same secure for such disposition as the Control Council may direct.

14. Exchange of Information

You will collect and transmit to the Control Council, for mutual exchange among the three Allies, all intelligence information relating to German or German controlled aeronautical activities, including intelligence information with respect to Allied or German air operations prior to the cessation of hostilities, which may become available to you within your zone.

15. Mutual Access

You will render all appropriate assistance to the accredited representatives of either of the other two Allied Commanders-in-Chief engaged in separate or combined analyses of aeronautical data, in order to provide such representatives with free access to all enemy aeronautical information and material located within your zone. You will permit such accredited representatives to inspect, photograph and copy all such information and material, and to interrogate such German individuals as they designate.

16. Gliders, Missiles, Etc.

You will consider as aeronautical equipment for the purpose of this directive, all gliders, parachutes, balloons, aerial missiles, and all records, information, material and equipment relating thereto.

17. Anti-Aircraft Equipment

You will treat German or German controlled anti-aircraft armament in accordance with the provisions of the directive on the disposal of enemy equipment acquired as a result of the collapse or surrender of Germany.

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2 May 45

Major General F. L. Anderson, USA
Deputy Commander, Operations, USSTAF
APO 633, c/o Postmaster
New York, New York

Dear Fred:

Referring to your letter of 23 April 1945 I wish to bring you up to date on the question of the Air Defense Command. The planning schedule based on J.C.S. 521/12 has set up the Headquarters and the Headquarters Squadron, Air Defense Command, for inactivation in the ninth month. The Headquarters and Headquarters Squadron, Composite Command should be relieved of disarmament activities and used for Air Defense Command after that date. This is in accordance with comments of USSTAF on the first edition of the redeployment forecast, which were forwarded through theater headquarters and CPD to the Air Staff.

The complete schedule based on this J.C.S. 521/12 has been submitted to the War Department, Troop Control Section, but at this time has not been approved. Approval has been held up pending the return of a team which was sent to the Pacific Theater for purposes of determining the requirements of that theater. This team returned the 30th of April and is compiling recommendations of the Pacific Theater. This will be submitted to the War Department for approval, and it is informally understood that at that time the first edition will be combined with these recommendations and the second edition of the redeployment forecast will be prepared. This brings the situation of the Air Defense Command for the CAF up to the first of May.

In regard to the bombing of enemy vessels, it was adequately explained and we fully appreciate the efforts of the 8th Air Force to comply with the rules requested by the shipping authorities.

General Spaatz' paper on "Occupation Period Requirements of U.S. Air Forces in Europe" was approved by General Arnold and forwarded to the Chief of Staff, who caused it to be published in its original form as a J.C.S. paper (J.C.S. 1332). The paper has been referred by the Joint Chiefs of Staff to the Joint Staff Planners as a matter of priority.

With very best wishes,

CONFIDENTIAL

JOE L. LOUTZENHEISER
Brigadier General, USA
Actg. Assistant Chief of Air Staff,
Plans

EUROPEAN BR. CPY

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HEADQUARTERS
UNITED STATES STRATEGIC AIR FORCES IN EUROPE
Office of the Deputy Commander, Operations

APO 633, U. S. Army
APR 23 1945

Brigadier General Joe L. Loutzenheiser
Operational Plans Division
Headquarters Army Air Forces
The Pentagon
Washington, D. C.

Dear Joe:

In connection with your letter of the 4th of April and mine of the 30th of March 1945, I wanted to insure that all the facts concerning the Air Defense Command situation would be at your disposal, although I knew you were already in receipt of the plan for the Occupation Air Force. I will appreciate being kept advised of the status of this project.

With reference to the second paragraph of your letter, there have been no attacks on ships lying in enemy harbors. However, as one of the Decisions of the Yalta Conference was to employ the marginal effort of the strategic air forces, American and British, against German Naval targets, because of increased submarine activity, both by large and small submarines, and the attendant danger to our supply lines, this Headquarters has specifically directed attacks against construction slips, dock installations, drydocks, and warehouse facilities. Because of the present neutralization of German shipping, merchant and naval, there is no necessity to attempt to bomb specific vessels. The exception to this rule is a group of submarines in any harbor. A consideration of combined PFF-visual technique plus normal bomb spillage indicates that any vessels at or near the bombing objective may possibly be hit by bombs. This is virtually unavoidable.

The Wilhelmshaven attack of 30 March by the Eighth Air Force illustrates this point. A small proportion of the bombs fell into the water. These bombs damaged nineteen small or medium merchant and naval vessels, one 440' liner, one 460' liner, and one cruiser. These vessels were moored or anchored near or adjacent to the specified aiming points on the docks, slips, and the concentrations of midget submarines.

Every effort is made to avoid damage to neutralized German merchantmen. Until the naval targets are removed from the target priorities list, then the risk of damage to German shipping must remain as a possibility.

In your letter of 21 February 1945 you indicated concurrence in our D/PHP (now D/Plans) Memorandum "Requirements for Air Bases, Facilities, and Privileges for U. S. Air Forces in Europe During Occupation Period". There was included

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in this memorandum as Tab G, a paper subject: "Occupation Period Requirements". To bring you up to date on this paper; we now have General Eisenhower's approval and a letter has been dispatched to General Arnold requesting that, upon JCS approval, the matter be referred to the United States member of the EAC for negotiation with the Russian, British, and French members. General Arnold has concurred in the proposals outlined in this letter (a copy of which I am inclosing) and requests action as soon as possible. This problem has numerous ramifications as you are well aware, so it will be appreciated if you will give it a boost wherever it is possible for you to do so. The underlying principle is the need for speed in order for us to take advantage of the commanding position in which the might of our arms has put us and complete the negotiations required as soon as possible.

Sincerely,

/s/ F. L. Anderson

F. L. ANDERSON
Major General, U.S.A.
Deputy Commander, Operations.

1 Incl:
Ltr, dtd 10 Apr 45,
sub: Occupation Pd Req
of USAF in Europe.

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HEADQUARTERS
UNITED STATES STRATEGIC AIR FORCES IN EUROPE
Office of the Deputy Commander, Operations

APO 633, U. S. Army
MAY 8 1945

Brigadier General Joe L. Loutzenheiser
Assistant Chief of Air Staff, Plans
Headquarters, Army Air Forces
The Pentagon
Washington, D. C.

Dear Joe:

Comments on the current status of the Air Defense Command, referred to in your letter of 2 May 1945, were appreciated. Experience in this theater with Anti-Aircraft troops operating under an Air Defense Command, as an integral part of an Air Force, has certainly justified our recommendations that this policy be continued.

The progress of General Spaatz's paper on "Occupation Period Requirements of U. S. Air Forces in Europe" was noted. We feel that the present time is most propitious for putting these plans into effect if we are to realize the full value from our air effort expended in Europe. Delay in this matter is certain to minimize, if not negate, our chances of success.

I am returning to the United States for duty quite soon and will then be in a position to aid in expediting these Air Forces projects I have mentioned above.

Sincerely,

[redacted]

L. ANDERSON
Major General, U.S.A.
Deputy Commander, Operations

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HEADQUARTERS
UNITED STATES STRATEGIC AIR FORCES IN EUROPE
Office of the Deputy Commander, Operations

APO 633, U. S. Army

MAY 8 1945

Brigadier General Joe L. Loutzenheiser
Assistant Chief of Air Staff, Plans
Headquarters, Army Air Forces
The Pentagon
Washington, D. C.

Dear Joe:

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Sincerely,

F. L. ANDERSON
Major General, U.S.A.
Deputy Commander, Operations

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TOP-SECRET

Major General L. S. Kuter
Assistant Chief of Air Staff, Plans
Headquarters, Army Air Forces
Washington, D. C.

27 May 1944

Dear Larry:

Your letter of 18 May on the subject of AAF representation with the European Advisory Commission has been received. As you know from my earlier letter on the subject, I thoroughly concur in the proposed J.C.S. paper under which the U.S. air representative with the European Advisory Commission, would be placed on the same footing as the military and naval advisers.

I thoroughly agree also that the main job of the air advisor should be to "represent the views of the Commanding General, Army Air Forces," and that is precisely what General Spaatz and I consider the job to be. That is why we have been so anxious to establish informal contact with General Arnold through your office, and why we are so much in favor of the proposal that this informal channel of communication be "legitimatized" by the issuance of the proposed J.C.S. directive.

The European Advisory Commission has made some progress since I last wrote you. The Soviets have been showing distinct signs of wanting to cooperate with us in coming to speedy agreement in the German terms of surrender, and final agreement is now being held up only by two or three points of phraseology which the British consider important and want to have changed, but which the Soviets and ourselves want to forget about. In substance, the draft now being considered does not differ greatly from the one I enclosed with my memo of 22 April to Barney Giles.

One other matter with which we are now especially concerned over here, is the preparation of detailed plans for the retaliatory use of gas in the coming operations. The attached copy of a letter to General Eisenhower explains the position of USSTAF. It is probable that, if this is not already completely covered by CCS policy, it will be placed before the CCS.

I hope you will continue to keep us informed, as far as possible, of all developing plans and policies of Hq, AAF, War Department or Joint or Combined Chiefs of Staff which bear on our activities over here.

With best regards,

Sincerely,

F. L. ANDERSON
Major General, USA
Deputy Commander, Operations

1 Incl:
Ltr, Sbj: "Gas Attack by Air Forces."

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HEADQUARTERS
UNITED STATES STRATEGIC AIR FORCES IN EUROPE
APO 633

AAF 586,
20 May 1944

SUBJECT: Gas attack by Air Forces

TO : Supreme Commander, Allied Expeditionary Forces.

1. In accordance with an agreement reached by representatives of SHAEF (A/VM Robb), Air Ministry (A/M Bottomley), Bomber Command (A/VM Oxland), AEAF (A/C Kingston-McCloughry) and USSTAF (Brig. Gen. Cabell), plans are being drawn for the retaliatory use of gas by attack.

2. It is realized that the problem of policy involved are matters for decision by the Combined Chief of Staff and the Governments. The recommendations of this Headquarters both as to policy and method are as follows:

a. We should assume no obligation to conduct retaliatory gas attack even though our respective governments have threatened to do so if the German uses it first, nor should retaliatory gas attacks be ordered by any echelon of command. The sole test as to whether or not gas be used, should be the estimated relative effectiveness of that compared to other weapons, for the particular system or target selected. Available bombing effort should be applied in the most effective way as determined by the situation at the moment. A strong effect on morale could be obtained through the continuance of the threat alone. Punishment might be meted out more strongly through other bomb loads.

b. At this time, it is not believed that the use or non-use of gas materially affects the priority of target systems. The strategic targets awaiting attack are so numerous, and the visual days available for their attack are so few, that on those days we cannot afford the luxury of attacking any but priority targets and then with the most effective load.

c. Gas should not be used by us on civil populations unless first used by the Germans on civil populations. Its use by the Germans against military personnel does not justify our unrestricted use of it.

d. In the satellite countries, our use of gas should be limited to combat installations and lines of communication not in heavily populated areas. If we go in for heavy gas attack, we can more profitably employ the effort against Germans. The repercussions of gas use against satellite populations would outweigh the slight advantages to be derived. The unfulfilled threat of gas use would pin down defensive equipment, or if such equipment were commandeered by the Germans, they would bear the onus for that.

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e. In the event that all restrictions against the use of gas are lifted, the determination as to whether or not gas should be used, and in what proportion, is a problem for the air force commander who normally selects the appropriate bomb, fuse, etc. for the particular target.

f. Gas may be determined to be a highly effective weapon tactically, against selected objectives, and the machinery established should be for the purpose of freeing commanders from any restriction as to its use.

3. A copy of this communication is being furnished each of the Headquarters listed in paragraph 1 above.

s/ CARL SPAATZ
Lieutenant General, U.S.A.
Commanding

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**Letter to General Anderson**

AFAH
24 Nov 44

Chief of the Air Staff

1
AC/AS, Plans, Operational Plans Division — BJC/mc/5834

Attached hereto is proposed reply to General Anderson's letter of 6 November for General Giles' signature.

1 Incl
Proposed ltr w/1 incl

JOE L. LOUTZENHEISER
Brig General, U.S.A.
Chief, Operational Plans Division

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[redacted]

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AFAEP
BJC/mc/3834
24 Nov 44

Major General Fred L. Anderson, USA
Deputy Commander, Operations, USSTAF
APO #633, c/o Postmaster
New York, NY

Dear Fred:

The reply to your letter of 6 November to both Larry Kuter and myself has been delayed in order that we might have a better overall picture. In this letter, you outlined the increased responsibilities for intelligence matters accruing to USSTAF during the post-hostility period.

I am attaching a copy of the Chief's letter of the 18th of November to Tooey which is self-explanatory. The requests for personnel as well as allotment of grades and ratings by both George McDonald and Ted Hill are being lumped in one bunch and the War Department has agreed to make a study. Insofar as personnel is concerned we will do the best we can to scrape up particularly qualified people to try to help you out but as stated by the Chief, you will have to fill most of your requirements from your present units. As to grades and ratings, I see little or no possibility of of our securing approval for additions to your present ceilings. The War Department is very much interested in the overal. theater ceiling at this time and may very possibly make a study of the entire problem. Your only chance to secure additional allotment is by a presentation of the entire ETO Air Force troop basis rather than by supplementary requests.

Sincerely,

1 Incl
Cy of General Arnold's
ltr of 18 Nov

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COPY

HQ, ARMY AIR FORCES
WASHINGTON

16 Nov 44

Lieutenant General Carl Spaatz
Commanding General, U.S. Strategic Air Forces in Europe
APO 633, c/o Postmaster
New York, NY

Dear Tooey:

In reply to your letter of 6 November 1944, and after study and consideration by the Air Staff of your personnel intelligence requirements presented by George McDonald, I have the following observations to make:

First, it is recognized that the objectives to be accomplished are substantial and therefore an increase in intelligence personnel for your Director of Intelligence to accomplish them is indicated. I intend to give you every assistance practicable in providing you with the necessary specialist intelligence personnel to the extent that they cannot be secured in your theatre, namely, technical and language. The non-specialist intelligence personnel, however, should be made available for your intelligence commitments stated in the second paragraph of your letter, from the personnel now in your command; either from operational units or such other sources as may be necessary.

Secondly, as to the increase in the bulk allotment requested in your letter to the Commanding General, European Theater of Operations, dated 4 November 1944. I fear the this increase might not be approved and that you should consider obtaining the grades and ratings to implement the intelligence program by the use of units available to you or the inactivation of certain units within your command, which at this time may possibly be spared.

I look with favor upon the intelligence program which has been submitted to me to discharge your commitments in this respect and favor its implementation as soon as practicable.

/s/ H. H. Arnold
H. H. ARNOLD
General, U.S.Army
Commanding General, Army Air Forces

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HEADQUARTERS ARMY AIR FORCES

ROUTING AND RECORD SHEET SECRET

SECRET
By Authority of The Commanding General Army Air Forces
21 Nov 44 WMB
Date Initials

SUBJECT: Intelligence Requirements for USSTAF

TO: AC/AS, Plans, Operational Plans Division

FROM: AC/AS, Intelligence

DATE: 21 NOV 1944
COMMENT NO. 1
WMB/esm 4738

1. Enclosed is copy of exchange of correspondence between General Spaatz and General Arnold on the subject of personnel intelligence requirements. A copy has also been furnished the Assistant Chief of Air Staff, OC&R for use in coordinating further action on both General McDonald's and General Hill's missions to Washington.

2. Also inclosed are letters from General Anderson to Generals Giles and Kuter delivered to this office by hand of Colonel Gaylord, 20 November. The presentation to have been given by General McDonald, as mentioned in Colonel Gaylord's buckslip, was cancelled. It is believed that the correspondence mentioned in paragraph 1 contains sufficient information on which to base replies to General Anderson's letters.

W. M. BURGESS
Colonel, GSC
Deputy, Assistant Chief of
Air Staff, Intelligence

Incls:
Cy ltr fr Gen. Spaatz to Gen. Arnold dtd 6 Nov 44;
Cy ltr fr Gen. Arnold to Gen. Spaatz dtd 18 Nov 44;
B/S fr Col. Gaylord to Col. Burgess w/ b/s fr Gen. Kuter to Gen. Loutzenheiser and identical ltrs. to Gen. Giles and Gen. Kuter fr Gen. Anderson.

CONFIDENTIAL [redacted]

PAGE 1325

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HEADQUARTERS
UNITED STATES STRATEGIC AIR FORCES IN EUROPE
Office of the Commanding General
APO 633

6 November 1944

General H. H. Arnold
Commanding General, Army Air Forces
Washington, D.C.

Dear Hap:

The load on USSTAF Intelligence has mounted very considerably during the past several months. In all fields of technical, operational, and post-hostilities intelligence, new and pressing requirements have appeared.

It seems to me that we have three important considerations presently existent in the field of Air Intelligence; (1) to fortify our existing operational needs which in some respects are too thin, (2) to prepared the way for our immediate post-hostilities requirements, and (3) to plan our course so that the day can come when the Air Forces may stand firmly on their own feet.

I am sending George McDonald, my Director of Intelligence, back to Washington to brief you on our existing intelligence needs. There is no inflation in the proposals I am sending you. The scope of our responsibilities is large and increasing; naturally, we accept these responsibilities, but we do need added facilities with which to work.

Sincerely

CARL SPAATZ
Lieutenant General, USA
Commanding

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HEADQUARTERS, ARMY AIR FORCES
WASHINGTON

18 Nov 44

Lieutenant General Carl Spaatz
Commanding General, U. S. Strategic Air Forces in Europe
APO 633, c/o Postmaster
New York, New York

Dear Tooey:

In reply to your letter of 6 November 1944, and after study and consideration by the Air Staff of your personnel Intelligence Requirements presented by George McDonald, I have the following observations to make:

First, it is recognized that the objectives to be accomplished are substantial and therefore an increase in intelligence personnel for your Director of Intelligence to accomplish them is indicated. I intend to give you every assistance practicable in providing you with the necessary specialist intelligence personnel to the extent that they cannot be secured in your theatre, namely, technical and language. The non-specialist intelligence personnel, however, should be made available for your intelligence commitments stated in the second paragraph of your letter, from the personnel now in your command; either from operational units or such other sources as may be necessary.

Secondly, as to the increase in the bulk allotment requested in your letter to the Commanding General, European Theater of Operations, dated 4 November 1944. I fear that this increase might not be approved and that you should consider obtaining the grades and ratings to implement the intelligence program by the use of units available to you or the inactivation of certain units within your command, which at this time may possibly be spared.

I look with favor upon the intelligence program which has been submitted to me to discharge your commitments in this respect and favor its implementation as soon as practicable.

/s/ H. H. Arnold
H. H. ARNOLD
General, U. S. Army
Commanding General, Army Air Forces

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HEADQUARTERS AAF

# ROUTING SLIP

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| 1. | Col Burgess. | |
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COMMENT

Gen Loutzenheiser asked me to ask if A-2 will answer the enclosed IN view of the fact that we have never listened to the presentation referred to in Gen Kuters buck slip. Have tried to contact you for 2 days. Will come over on call

| FROM → | OFFICE & INDIVIDUAL | PHONE |
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| | B. Gaylord | 5834 |

AAF. AF Rev. 1 Aug 1944



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HEADQUARTERS AAF

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COMMENT

For preparation of draft reply after we or our people listen to a presentation by Gen MacDonald at 1430 Wednesday Nov 15

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HEADQUARTERS ARMY AIR FORCES

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REMARKS:

To complete action on this for present
~~Letter~~ Letter Nuter To Anderson (omitting ref: to Curtis).
At proper time, letter should to Spaatz on recommendation To Eisenhower.

FROM:

| NAME | | OFFICE OR SYMBOL |
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HEADQUARTERS
UNITED STATES STRATEGIC AIR FORCES IN EUROPE
OFFICE OF THE DEPUTY COMMANDER, OPERATIONS
APO 633

8 November 1944

Major General L. S. Kuter
Assistant Chief of Air Staff, Plans
Headquarters, Army Air Forces
Washington, D. C.

Dear Larry,

USSTAF has recently completed a careful analysis of the Intelligence obligations now incumbent upon General Spaatz. It is clearly evident that these responsibilites have greatly increased in number. Moreover, though not evident from a cursory examination, the scope of each particular responsibility has broadened. For example, the dissemination function alone has developed to a point where USSTAF is practically the sole agency — except where direct servicing has been arranged by USSTAF — for the supply of Air Intelligence produced by USSTAF and the myriad of British Agencies in the United Kingdom to all U. S. formations in the European Theater of Operations.

To meet these increased responsibilities, as well as to more efficiently perform all of the Intelligence duties that are required of USSTAF, it is proposed that we exercise control of policy, coordination of effort, or direct control where needed, over all Intelligence agencies concerned with the production of:

a. Operation Intelligence — Order of Battle, GAF Production, Flak, etc.
b. Target Intelligence (including Economic Intelligence)
c. Technical Intelligence.
d. Photo Intelligence.
e. "Y" Intelligence.
f. Counter Intelligence.
g. Post Hostilities Intelligence.
h. Political and Psychological Intelligence.
i. Prisoner of War Interrogation.
j. Escape and Evasion Intelligence.

This move is consistent with the wish expressed in Washington and by the Commanding General, USSTAF, that U. S. Air Intelligence eventually walk on its own feet. The establishment of a strong centralized Intelligence section within USSTAF, such as proposed, would be the first step in this direction.

In the first year of U. S. operations in this Theater, the entire burden of providing essential operational Air Intelligence for the U. S. Army Air Force fell on the British. Gradually, U. S. participation in Air Ministry functions was enlarged as the result of a policy designed to produce U. S. developed Air Intelligence and to train U. S. personnel in the highly developed

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sections of Air Ministry Intelligence. This U. S. participation should continue to grow. With a strong centralized Directorate of Intelligence under USSTAF, controlling all Intelligence functions, additional U. S. Intelligence personnel can be placed in all vital Air Ministry Departments to analyse, along with the RAF, the raw Intelligence received. This, as part of a comprehensive USSTAF Intelligence plan, will assure more accurate and detailed intelligence methods. It will insure the training of an adequate number of regular Army personnel as continuity of Air Intelligence into the years of peace to follow.

Finally, it will, through this Intelligence organization, preserve the experience learned during our years at war and thereby enable American Air Intelligence to stand on experienced feet after hostilities. It is particularly important that this be done now when the doors of British Intelligence are hospitably thrown open for our benefit and study.

The proposed augmentation of USSTAF Intelligence will provide a pattern for the fulfilment of Intelligence requirements at a Headquarters of USSTAF level. Moreover, it will provide a helpful framework for chronologically satisfying the development of Intelligence requirements throughout the war period, the Armistice, and Peace Conference; the Tripartite Council phase, and eventually Air Intelligence in Washington.

I have carefully examined the proposed organization, the advantages and disadvantages concerned, and I have recommended that it be established as proposed and that necessary steps be taken to implement its activation.

I have sent a similar letter to Barney Giles.

Sincerely,

F. L. ANDERSON
Major General, USA
Deputy Commander, Operations

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Walsh Jones arrived
Must has been tempted
No mission required

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ADDRESS REPLY TO
COMMANDING GENERAL, ARMY AIR FORCES
WASHINGTON 25, D. C.

SECRET

FOR VICTORY BUY UNITED STATES WAR BONDS AND STAMPS

ATTENTION:

HEADQUARTERS, ARMY AIR FORCES
WASHINGTON

Major General F. L. Anderson, U.S.A.
Deputy Commander Operations, USSTAF
A.P.O. 633, c/o Postmaster
New York, N. Y.

Dear Fred:

The information contained in your letter dated 11 October 1944, relative to the closing of our Russian bases, is very much appreciated, as we have received no recent reports from Bob Walsh on the present status of the FRANTIC evacuation. I presume all the necessary arrangements for the movement of the personnel from Poltava to the U.K. have been made, and the necessary winterization for the remaining personnel is being taken care of. It will be appreciated if you will have your people send us a report on this matter as soon as the movement is completed.

We are still awaiting word from General Spaatz relative to the heavy bomber group and supporting service units which he is to designate for movement to the Pacific Theater (our WARX 35317, WAR 37574 dated 27 September 1944, WAR 47263 dated 16 October 1944; your U 68561 dated 26 September 1944). How about putting on the pressure to have these units designated, in order that movement orders may be initiated.

Sincerely,

L. S. KUTER
Major General, USA
Assistant Chief of Air Staff, Plans

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HEADQUARTERS AAF

# ROUTING SLIP

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| 1. | Gen Lovtzjohansen | 10/18 |
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COMMENT

Col Bonnevill
a Prepare
b Acknowledge receipt
& say we will put the
release in printer
as per personal
c Include a quotation
as to when the study
will be completed with
reasons why, if this is
necessary. Keep
suspense file

| FROM → | OFFICE & INDIVIDUAL | PHONE |
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| | DCS | 71273 |

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HEADQUARTERS
UNITED STATES STRATEGIC AIR FORCES IN EUROPE
OFFICE OF THE DEPUTY COMMANDER, OPERATIONS
APO 633

DATE OCT 1 1984
INITIALS WS

11 October 1944

322

Major General L. S. Kuter,
Headquarters, Army Air Forces,
Asst. Chief of Air Staff, Plans
Pentagon Building, Washington, D.C.

Dear Larry:

No doubt by this time you are fully acquainted with the collapse of the Poles' effort inside of Warsaw. Naturally, we were all distressed to learn of the surrender of these brave Poles. However, we did feel relieved that we were not going to be forced to run another costly mission for their relief which at best would only have been a drop in the bucket of their needs.

We delayed closing our Russian bases for the winter until 5 October in anticipation, weather permitting, of running a final Frantic operation. We had Russian approval and everything was laid on. Even if we had extended the evacuation deadline through the sixth and seventh, weather would have precluded the possibility of such an operation. After the surrender of the Warsaw Poles, a request was made by their Ambassador that we continue to run supply missions to their forces in the Radom area, which had formerly been supplied on a small scale from MTO. This request was definitely turned down on the ground that we were forced to close our bases in Russia for the winter.

We have just received confirmation from Deane that the Soviets have officially approved our retention of Poltava with a skeleton house-keeping establishment of not to exceed three hundred men effective as of 1 November. It is our intention to hold our house-keeping establishment down to a force of approximately two hundred.

Sincerely,

F. L. ANDERSON
Major General, U.S.A.
Deputy Commander, Operations

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SAVE

IN REPLY REFER TO:

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HEADQUARTERS, ARMY AIR FORCES
WASHINGTON

FOR VICTORY BUY UNITED STATES WAR BONDS AND STAMPS

DEC 1 0 1944

MEMORANDUM FOR GENERAL ARNOLD:

Subject: Redeployment of Units from the MTO

1. The Mediterranean Theater of Operation has agreed to redeploy to the POA the 319th Medium Bomb Group - B-25s.

2. General Spaatz was queried on the possibility of the availability for redeployment to the POA of one heavy bomb wing, (3 groups), to be available in the early months of 1945. This subject is now under study. A request for an answer has not been pressed due to changing conditions and indefinite requirements in the Pacific. An answer is expected in the next few days.

12/14/44

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ADDRESS REPLY TO: COMMANDING GENERAL, ARMY AIR FORCES, WASHINGTON 25, D. C.

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Auth: Asst Chief of Staff G-2 AGO
Date: 7/4/45
Initials: GEH

# CHANGES TO THE REDEPLOYMENT FORECAST

Change the Second Edition, REDEPLOYMENT FORECAST to read as follows;

| PAGE | THEATER | TYPE UNIT | U T/O | STR | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 1 | 2 | 3 | 4 | 5 | Z |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | Hq & Hq Sq, Tact Air Comd | A 1-500-1 | 340 | | | | | | | | | | | | | |
| 1-A | ETO | To PA | | | | 1 | | 1 | 1 | | | | | | | | |
| | | Act in ETO | | | 1 | | | | | | | | | | | | |
| | | Reorg in ETO | | | 2 | | | | | | | | | | | | |
| 8-P | PA | From ETO | | | | 1 | | 1 | 1 | | | | | | | | |
| 37-P | PARE | From AAF | | | Delete | | | | | | | | | | | | |
| 1-A | ETO | To US Res | | | Delete | | | | | | | | | | | | |
| | | Hq & Hq Sq, Ftr Wg | A 1-10-1 | 245 | | | | | | | | | | | | | |
| 1-A | ETO | To PA | | | | 1 | | | | | | | | | | | |
| | | To US Rdpl | | | Delete | | | | | | | | | | | | |
| | | To US Res | | | | | | | 1 | 1 | 1 | 2 | | | | | |
| | | Inact in ETO | | | 2 | | | | | | | | | | | | |
| 49-A | MTO | To US Rdpl | | | Delete | | | | | | | | | | | | |
| | | To US Demob | | | | | | | 1 | | | | | | | | |
| 8-P | PA | From ETO | | | | 1 | | | | | | | | | | | |
| | | From US | | | Delete | | | | | | | | | | | | |
| 37-P | PARE | From AAF | | | | | | | 1 | 1 | 1 | 2 | | | | | |
| | | Hq, Bomb Gp (M) | A 1-112 | 107 | | | | | | | | | | | | | |
| 8-I | PA | From US (B-25) | | | | | | | 1 | | | | | | | | |
| | | Hq, Bomb Gp (L) | A 1-132 | 104 | | | | | | | | | | | | | |
| 2-A | ETO | To PA (A-26) | | | | | 2 | | | | | | | | | | |
| | | Hqs, Ftr Gp | A 1-12 | 100 | | | | | | | | | | | | | |
| 49-A | MTO | To US Res (P-51) | | | | | | | 1 | 1 | | | | | | | |
| | | (P-38) | | | | | | | 1 | 2 | | | | | | | |
| | | To US Demob (P-38) | | | Delete | | | | | | | | | | | | |
| 37-P | PARE | From AAF (P-38) | | | | | | | 1 | 2 | | | | | | | |
| | | Hq, Acn Gp | A 1-752 | 103 | | | | | | | | | | | | | |
| 2-A | ETO | To PA | | | | 1 | | | 1 | | | | | | | | |
| | | To US Rdpl | | | 1 | | | | | | | | | | | | |
| | | To US Res | | | Delete | | | | | | | | | | | | |
| 9-P | PA | From ETO | | | | 1 | | | 1 | | | | | | | | |
| | | From US | | | | | | | 1 | | | | | | | | |
| 37-P | PARE | From AAF | | | Delete | | | | | | | | | | | | |
| | | Hq, Tact Control Gp | A Allot | 81 | | | | | | | | | | | | | |
| 3-A | ETO | To PA (Act'd in ETO) | | | | 1 | | 1 | 1 | | | | | | | | |
| 10-A | PA | From ETO | | | | 1 | | 1 | 1 | | | | | | | | |
| | | Sq, Bomb (VH) | A 1-167 | | | | | | | | | | | | | | |
| 9-P | PA | Act in PA (Gp Augmentations) | | 639 | | | 4 | 4 | 8 | 8 | 6 | | | | | | |
| | | Sq, Bomb (H) | A 1-117 | | | | | | | | | | | | | | |
| 3-A | ETO | To US Demob (B-24) | | 534 | Delete | | | | | | | | | | | | |
| | | To US Rdpl (B-24) RCM | | 534 | | | | 1 | | | | | | | | | |
| 9-P | PA | From US (B-24) RCM | | 541 | | | | | | | | 1 | | | | | |
| 37-P | PARE | From AAF (B-17) | | 540 | | | | | | | | | | 7 | | | |
| | | Sq, Bomb (M) | A 1-127 | 461 | | | | | | | | | | | | | |
| 9-P | PA | From US (B-25) | | | | | | | 2 | | | | | | | | |

Change No. 1 Date 25 Jun 45 Initiating Officer G. E. HOWARD (Name), Lt. Col. (Rank), Trp Contl (Section)

CONFIDENTIAL [redacted] SECRET PAGE 1-A

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TOP SECRET

# CHANGES TO THE REDEPLOYMENT FORECAST

Change the Second Edition, REDEPLOYMENT FORECAST to read as follows;

| PAGE | THEATER | TYPE UNIT | | U T/O | STR | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 1 | 2 | 3 | 4 | 5 | Z |
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| | | Sq, Ftr (SE) | | A 1-27 | | | | | | | | | | | | | | |
| 50-A | MTO | To US Rdpl | (P-51) | | 304 | 1 | | 6 | | | | | | | | | | |
| | | To US Res | (P-51) | | 304 | | | | | 3 | 2 | | | | | | | |
| 9-P | PA | From US | (P-51) | | 312 | | | | | 1 | | 6 | 12 | | | | | |
| 37-P | PARE | From AAF | (P-51) | | 304 | | | | | 3 | 11 | 9 | 6 | | | | | |
| | | Sq, Ftr (TE) | | A 1-37 | 335 | | | | | | | | | | | | | |
| 50-A | MTO | To US Res | (P-38) | | | | | | | 3 | 6 | | | | | | | |
| | | To US Demob | (P-38) | | | Delete | | | | | | | | | | | | |
| 37-P | PARE | From AAF | (P-38) | | | | | | | 3 | 6 | | | | | | | |
| | | Sq, Tr Carr | | A 1-317 | 428 | | | | | | | | | | | | | |
| 4-A | ETO | To US Res | (C-47) | | | | | | | 4 | | | | | 2 | | | |
| | | Sq, Photo Rcn | | A 1-757 | 338 | | | | | | | | | | | | | |
| 4-A | ETO | To PA | (F-5) | | | | 1 | | | 1 | | | | | | | | |
| | | To US Res | (F-5) | | | | | | | 4 | | | | | | | | |
| 51-A | MTO | To PA | (F-5) | | | Delete | | | | | | | | | | | | |
| | | To US Res | (F-5) | | | | | | | 6 | | | | | | | | |
| 9-P | PA | From ETO | (F-5) | | | | 1 | | | 1 | | | | | | | | |
| | | From MTO | (F-5) | | | Delete | | | | | | | | | | | | |
| 37-P | PARE | From AAF | (F-5) | | | | | | | 6 | | | | | | | | |
| | | Sq, Tact Rcn | (F-6) | A 1-267 | | | | | | | | | | | | | | |
| 4-A | ETO | To PA | (F-6) | | 282 | | 3 | | | 1 | | | | | | | | |
| | | To US Rdpl | (F-6) | | 233 | 5 | | | | | | | | | | | | |
| 10-P | PA | From ETO | (F-6) | | 282 | | 3 | | | 1 | | | | | | | | |
| | | From US | (F-6) | | 282 | | | | | 5 | | | | | | | | |
| | | Sq, Ftr Control | | A 1-47 | 377 | | | | | | | | | | | | | |
| 5-A | ETO | To PA | | 1-47;11-400 | | | 1 | | 1 | 1 | | | | | | | | |
| | | To US Rdpl | | 1-47;11-400 | | | | 1 | | | | | | | | | | |
| 51-A | MTO | To PA | | 1-47;11-400 | | | | 1 | | | | | | | | | | |
| 10-P | PA | From ETO | | 1-47;11-400 | | | 1 | | 1 | 1 | | | | | | | | |
| | | From MTO | | 1-47;11-400 | | | | 1 | | | | | | | | | | |
| | | From US | | 1-47;11-400 | | | | | 1 | 1 | | 1 | | | | | | |
| | | Hq & Base Sv Sq, A Sv Gp | | A 1-452T | | | | | | | | | | | | | | |
| 6-A | ETO | To PA | | | 287 | | 9 | | 8 | 1 | | | | | | | | |
| | | To US Rdpl | | | 287 | 3 | 11 | 4 | | | | | | | | | | |
| | | To US Res | | | 287 | | | | 3 | 4 | 3 | 3 | 2 | | | | | |
| | | Act in ETO | | | 287 | 2 | | | | | | | | | | | | |
| 51-A | MTO | To US Rdpl | | Approx | 287 | 2 | 4 | | 2 | | | | | | | | | |
| | | To US Res | | Approx | 287 | | | | 1 | 3 | 3 | | | | | | | |
| 10-P | PA | From ETO | | | 287 | | 9 | | 8 | 1 | | | | | | | | |
| | | From US | | | 287 | | | | | 4 | 15 | 7 | 1 | | | | | |
| | | | | | 295 | | | | | 1 | | | | | | | | |
| 38-P | PARE | From AAF | | | 287 | | | | 4 | 7 | 6 | 3 | 2 | | | | | |

Change No. 1 Date 25 Jun 45 Initiating Officer G. E. HOWARD, Lt. Col., Trp Cntl
Name Rank Section

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|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | Sq, Air Engineering | A 1-457T | | | | | | | | | | | | | | |
| 6-A | ETO | To PA | | 228 | | 9 | | 8 | 1 | | | | | | | | |
| | | To US Rdpl | | 228 | 3 | 11 | 4 | | | | | | | | | | |
| | | To US Res | | 228 | | | | 3 | 4 | 3 | 3 | 2 | | | | | |
| | | Act in ETO | | 228 | 2 | | | | | | | | | | | | |
| 52-A | MTO | To US Rdpl | Approx | 228 | 2 | 4 | | 2 | | | | | | | | | |
| | | To US Res | Approx | 228 | | | | 1 | 3 | 3 | | | | | | | |
| 10-P | PA | From ETO | | 228 | | 9 | | 8 | 1 | | | | | | | | |
| | | From US | | 246 | | | | | 4 | 15 | 7 | 1 | | | | | |
| | | | | 258 | | | | 2 | 1 | | | | | | | | |
| 38-P | PARE | From AAF | | 228 | | | | 3 | 7 | 6 | 3 | 2 | | | | | |
| | | | | 236 | | | | 1 | | | | | | | | | |
| | | Sq, Air Materiel | A 1-458T | 142 | | | | | | | | | | | | | |
| 6-A | ETO | To PA | | | | 9 | | 8 | 1 | | | | | | | | |
| | | To US Rdpl | | | 3 | 11 | 4 | | | | | | | | | | |
| | | To US Res | | | | | | 3 | 4 | 3 | 3 | 2 | | | | | |
| | | Act in ETO | | | 2 | | | | | | | | | | | | |
| 52-A | MTO | To US Rdpl | | | 2 | 4 | | 2 | | | | | | | | | |
| | | To US Res | | | | | | 1 | 3 | 3 | | | | | | | |
| 10-P | PA | From ETO | | | | 9 | | 8 | 1 | | | | | | | | |
| | | From US | | | | | | 4 | 5 | 15 | 7 | 1 | | | | | |
| 38-P | PARE | From AAF | | | | | | 4 | 7 | 6 | 3 | 2 | | | | | |
| | | Sq, Station Complement | A 1-497S | 103 | | | | | | | | | | | | | |
| 7-A | ETO | To PA | | | | 3 | 7 | 4 | | | | | | | | | |
| | | Inact in ETO | | | 1 | | | | | | | | | | | | |
| 7-A | ETO | Sq, Tact Air Comm | A 1-547 | 219 | | | | | | | | | | | | | |
| | | To PA | | | | 1 | | 1 | 1 | | | | | | | | |
| | | To US Rdpl | | | Delete | | | | | | | | | | | | |
| 11-P | PA | From ETO | | | | 1 | | 1 | 1 | | | | | | | | |
| | | From US | | | Delete | | | | | | | | | | | | |
| 7-A | ETO | Sq, Comm, Tact Control Gp | A Allot | 303 | | | | | | | | | | | | | |
| | | To PA | | | | 1 | | | | | | | | | | | |
| 11-P | PA | From ETO | | | | 1 | | | | | | | | | | | |
| | | Unit, Depot Army | A 1-407 | 61 | | | | | | | | | | | | | |
| 53-A | MTO | To US Res | | | | | | | | | | 1 | | | | | |
| 38-P | PARE | From AAF | | | | | | | 2 | | | 1 | | | | | |
| | | Hq & Hq Det, Repl Bn | A 12-46 | 31 | | | | | | | | | | | | | |
| 8-A | ETO | To PA | | | Delete | | | | | | | | | | | | |
| | | To US Demob | | | | | | | | 2 | 2 | | 2 | | | | |
| | | Hq & Hq Det, Repl Bn | A 12-46 | 31 | | | | | | | | | | | | | |
| 11-P | PA | From ETO | | | Delete | | | | | | | | | | | | |
| | | Sq, Ferrying | A 1-667 | 344 | | | | | | | | | | | | | |
| 53-A | MTO | To US Res | | | | | | | | 1 | | | | | | | |
| 38-P | PARE | From AAF | | | | | | | | 1 | | | | | | | |

Change No. 1 Date 25 Jun 45 Initiating Officer G. E. HOWARD (Name), Lt. Col. (Rank), Trp Cont1 (Section)



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| PAGE | THEATER | TYPE UNIT | U T/O | STR | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 1 | 2 | 3 | 4 | 5 | Z |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | Co, Replacement | A 12-47 | 35 | | | | | | | | | | | | | |
| 9-A | ETO | To PA | | | Delete | | | | | | | | | | | | |
| | | To US Demob | | | | | | | | 8 | 8 | | 2 | | | | |
| 13-P | PA | From ETO | | | Delete | | | | | | | | | | | | |
| | | Unit, Historical | A 20-12S | 4 | | | | | | | | | | | | | |
| 9-A | ETO | To US Rdpl | | | | 1 | 1 | | | | | | | | | | |
| 13-P | PA | From US | | | | | | | | 1 | 1 | | | | | | |
| | | Unit, Photo Tech | A 1-769 | 55 | | | | | | | | | | | | | |
| 9-A | ETO | To PA | | | | 2 | | 1 | 1 | | | | | | | | |
| 13-P | PA | From ETO | | | | 2 | | 1 | 1 | | | | | | | | |
| 38-P | PARE | From AAF | | | Delete | | | | | | | | | | | | |
| | | Unit, Stat Control | A 1-797S | 69 | | | | | | | | | | | | | |
| 54-A | MTO | To US Demob | | | Delete | | | | | | | | | | | | |
| | | To US Res | | | | | | | 1 | 1 | | | | | | | |
| 38-P | PARE | From AAF | | | | | | | 1 | 1 | | | | | | | |
| | | Det, Photo Proc | A | | | | | | | | | | | | | | |
| 10-A | ETO | Inact in ETO | Allot | | Delete | | | | | | | | | | | | |
| | | Reorg in ETO | 1-749 | 36 | 1 | | | | | | | | | | | | |
| | | Chem Co, Air Opns | A 3-457 | 134 | | | | | | | | | | | | | |
| 10-A | ETO | To PA | | | | | 2 | 7 | | | | | | | | | |
| | | To US Rdpl | | | 3 | 5 | 4 | 3 | | | | | | | | | |
| | | To US Res | | | | | | | | 2 | | | | | | | |
| 54-A | MTO | To PA | | | 3 | | | | | | | | | | | | |
| | | To US Rdpl (for VH) | | | Delete | | | | | | | | | | | | |
| | | To US Res | | | Delete | | | | | | | | | | | | |
| 13-P | PA | From ETO | | | | | 2 | 7 | | | | | | | | | |
| | | From MTO | | | 3 | | | | | | | | | | | | |
| | | Engineer Regt, Avn | A 5-411 | 2604 | | | | | | | | | | | | | |
| 54-A | MTO | To US Res | | | | | | | 1 | | | | | | | | |
| 39-P | PARE | From AAF | | | | | | | 1 | | | | | | | | |
| | | Engr Regt, Avn (Less 3 Bns) | A 5-412 | 260 | | | | | | | | | | | | | |
| 10-A | ETO | To US Res | | | | | | | | 2 | | | | | | | |
| | | To US Demob | | | | | | | | | 2 | | | | | | |
| 39-P | PARE | From AAF | | | | | | | | 2 | | | | | | | |
| | | Engr Bn, Avn | A 5-415 | 777 | | | | | | | | | | | | | |
| 11-A | ETO | To PA | | | | | | 7 | | | | | | | | | |
| | | To US Res | | | | | | | 6 | | | | | | | | |
| | | To US Demob | | | | | | | | | 9 | | | | | | |
| 54-A | MTO | To PA | | | | | | 4 | | | | | | | | | |
| | | To US Demob | | | | | | | 3 | | | | | | | | |
| 14-P | PA | From ETO | | | | | | 7 | | | | | | | | | |
| | | From MTO | | | | | | 4 | | | | | | | | | |
| 39-P | PARE | From AAF | | | | | | | 6 | | | | | | | | |

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Name, Rank, Section

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| PAGE | THEATER | TYPE UNIT | U T/O | STR | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 1 | 2 | 3 | 4 | 5 | Z |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | Engr Plat FF Avn | A 5-500 | 21 | | | | | | | | | | | | | |
| 11-A | ETO | To US Res | | | | | | | 12 | 4 | | | | | | | |
| 39-P | PARE | From AAF | | | | | | | 12 | 4 | | | | | | | |
| | | Ord Co, Amm Avn | A 9-17 | 179 | | | | | | | | | | | | | |
| 12-A | ETO | To PA | | | | 4 | 2 | | | | | | | | | | |
| | | To US Rdpl | | | 5 | | 1 | | | | | | | | | | |
| | | To US Res | | | | | | | 1 | 1 | 2 | | | | | | |
| 55-A | MTO | To PA | | | 3 | | | | | | | | | | | | |
| | | To US Res | | | | | | | 2 | 3 | | | | | | | |
| 15-P | PA | From ETO | | | | 4 | 2 | | | | | | | | | | |
| | | From MTO | | | 3 | | | | | | | | | | | | |
| 39-P | PARE | From AAF | | | | | | | 3 | 4 | 2 | | | | | | |
| 55-A | MTO | To US Rdpl | | | Deleted | | | | | | | | | | | | |
| | | Sig Bn, Fact Air Comd(Sep) | A 11-335 | | | | | | | | | | | | | | |
| 13-A | ETO | To PA | | 690 | | | 1 | 1 | 1 | | | | | | | | |
| | | To US Rdpl | | 690 | Delete | | | | | | | | | | | | |
| 56-A | MTO | To PA | | 350 | | | 1 | | | | | | | | | | |
| | | To US Demob | | 350 | Delete | | | | | | | | | | | | |
| 16-P | PA | From ETO | | 690 | | | 1 | 1 | 1 | | | | | | | | |
| | | From MTO | | 350 | | | 1 | | | | | | | | | | |
| | | From US | | 690 | Delete | | | | | | | | | | | | |
| | | Sig Co, Wing | A 11-247 | 89 | | | | | | | | | | | | | |
| 14-A | ETO | To PA | | | | 1 | 2 | 1 | | | | | | | | | |
| | | To US Rdpl | | | | 2 | 2 | 1 | | | | | | | | | |
| | | To US Res | | | | | | | 1 | | | 4 | | | | | |
| 57-A | MTO | To US Rdpl | | | Delete | | | | | | | | | | | | |
| | | To US Demob | | | | | | | 1 | | | | | | | | |
| 16-P | PA | From ETO | | | | 1 | 2 | 1 | | | | | | | | | |
| | | From US | | | | | | 1 | | 1 | 1 | | | | | | |
| 39-P | PARE | From AAF | | | | | | | 2 | 2 | | 4 | | | | | |
| | | Sig, Photo Lab | A 11-500 | 25 | | | | | | | | | | | | | |
| 57-A | MTO | To US Demob | | | | | | | 1 | | | | | | | | |
| | | Sig AW, Bn | A 11-400 | | | | | | | | | | | | | | |
| 14-A | ETO | To US Res | | 893 | Delete | | | | | | | | | | | | |
| 39-P | PARE | From AAF | | 893 | Delete | | | | | | | | | | | | |
| | | Sig AW Det(SCR 584 Close Control Tm) | A 1-47 | 74 | | | | | | | | | | | | | |
| 14-A | ETO | To PA | | | | 2 | | 6 | 6 | | | | | | | | |
| | | To US Res | | | | | | | | 1 | | | | | | | |
| 16-P | PA | From ETO | | | | 2 | | 6 | 6 | | | | | | | | |
| 39-P | PARE | From ETO | | | | | | | | 1 | | | | | | | |
| | | Radio Security Section | A 1-952 | 38 | | | | | | | | | | | | | |
| 14-A | ETO | To US Res | | | | | | | | 2 | | | | | | | |
| 57-A | MTO | To ME | | | 1 | | | | | | | | | | | | |
| | | To US Res | | | | | | | 1 | | | | | | | | |
| | | Sig AW, Bn | A 11-400 | | | | | | | | | | | | | | |
| 14-A | ETO | To US Res | | 798 | | | | | | | 1 | | | | | | |
| 39-P | PARE | From AAF | | 798 | | | | | | | 1 | | | | | | |

Change No. 1 Date 25 Jun 45 Initiating Officer G. E. HOWARD (Name), Lt. Col. (Rank), Trp Cntl (Section)



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HEADQUARTERS
UNITED STATES STRATEGIC AIR FORCES IN EUROPE
Office of the Commanding General

APO 633, U. S. Army
15 March 1945

REDEPLOYMENT SCHEDULE OF ARMY AIR FORCE UNITS
IN EUROPEAN THEATER OF OPERATIONS

1. This schedule reflects for Army Air Force units in European Theater of Operations the data required by War Department letter OPD 320.2 TS (20 Feb. 1945), 20 February 1945, subject: "Redeployment Forecast" and letter Headquarters, European Theater of Operations, AG 370.01 TOGB (6C), 27 February 1945, subject: "Redeployment Forecast."

2. Estimated capabilities of the Air Forces in this theater to meet the requirements indicated in the Air Section, War Department First Edition, Redeployment Forecast, Atlantic Section, 20 February 1945, is reflected in the "Remarks and Recommendations" column of this schedule. That column also contains the recommendations of Headquarters, United States Strategic Air Forces in Europe for changes in the approved Occupation Air Force units. Deletions have been made in certain Occupation Air Force units to compensate for some of the additional units requested herein.

3. a. Air Force European Theater of Operations units shown in this schedule for allocation to the Occupation Air Force will, except as otherwise indicated in this schedule, be made available to the Ninth Air Force by the agency now controlling the unit within thirty days after V-E Day, unless otherwise mutually agreed by Headquarters, Ninth Air Force and the headquarters of the command furnishing the unit.

b. Air Force Mediterranean Theater of Operations units scheduled for the Occupation Air Force will become available to the Ninth Air Force in the months indicated in this schedule.

4. The breakdown of allocation of units to the major Air Force components within this theater is indicated by the following symbols:

(U) USSTAF
(1) First Tactical Air Force (Prov.)
(8) Eighth Air Force
(9) Ninth Air Force
(3) Air Technical Service Command in Europe
(7) Ninth Troop Carrier Command
(E) Ninth Engineer Command

5. Additional symbols used are:

r Category III units to be converted or reorganized, and upon completion of which fall into Category II.
d Category IV units to be returned to the United States for demobilization.
c Remarks recommending changes in the Occupation Air Force troop basis.

6. The selection of units (when numerically designated) indicated in this schedule for the various categories of redeployment, including their specific destinations, will remain in effect unless otherwise changed by higher authority, regardless of subsequent changes of assignment between Air Forces and major commands within this theater, prior to actual redeployment. Subsequent changes in assignments of units between Air Forces or major commands within this theater, will automatically correspondingly change allocations indicated herein.

For the Commanding General:

W. H. STOVALL
Colonel, Air Corps
Deputy Chief of Staff

[redacted]

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REDEPLOYMENT SCHEDULE

EUROPEAN THEATER OF OPERATIONS - AIR SECTION

SCHEDULE OF SHIPMENT - BY MONTH



| ITEM | TYPE UNIT | T/O & E | STR | T/B | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | T | C | REMARKS & RECOMMENDATIONS |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1. | Hq, AEAF, Amer. Component | Allot | 281 | 1 | | | | | | r1(U) | | | | | | | | | Should be redesignated "American Component SHAEF Air Staff". To be disbanded upon dissolution of SHAEF. |
| | Inact in Thea | | | | | | | | | | | | | | | | | | |
| 2. | Hq & Hq Sq, Air Force | | | 3 | | | | | | | | | | | | | | | Appears to be early for redeployment of Eighth Air Force Headquarters which will still be charged with processing units during later months. |
| | To POA | 1-800-1 | 727 | | | | | | *r1(8) | | | | | | | | 1 | | |
| | Inact in Thea | Allot | 1363 | | | | | | | | | | | | 1 (U) | | | | |
| | *Reorg in Thea | 1-800-1 | 727 | | | | | | | | | | | | | | | *1(9) | |
| 3. | Air Bulk Allotment | Allot | 54825 | 1 | | | | | | | | | | | | | | | 242 of 300 are flying control personnel. Units of 487 aggregate strength assigned CAF in Items 57 and 108 indicate allotment also in T/O and E column. |
| | Absorb Gradually in New Units | | | | | | | | | | | | | | | | | | |
| | New Air Bulk Allotment | Allot | 300 | | 1 | | | | | | | | | | | | | 1(9) | |
| 4. | Hq & Hq Sq, Air Def Comd | Allot | 384 | 1 | | | | | | | | | | | | | | | Recommend inactivation in the 9th month at which time Hq & Hq Sq, Composite Comd would be relieved of disarmament activities and used for Air Defense Comd. |
| | Inact in Thea | | | | | 1(9)* | | | | | | | | | | | | | |
| 5. | Hq & Hq Sq, Bomb Comd(H/M) | | | 0 | | | | | | | | | | | | | | | |
| | Act in Thea | 1-100-1 | 271 | | | 1(8) | | | | | | | | | | | | | |
| | To POA | | | | | | | | | 1(8) | | | | | | | 1 | | |
| 6. | Hq & Hq Sq, Comp Comd | 1-801-1 | 418 | 1 | | | | | | | | | | | | | | 1(9) | Will be used as Hq & Hq Sq, Air Defense Comd, after 9th month at which time air disarmament will have decreased. Air Defense Comd very necessary for continuing AAF policy of coordination and control of AAA units attached to CAF. |
| 7. | Hq, Eastern Comd | Allot | 200 | 1 | | | | | | | | | | | | | | | |
| | Inact in Thea | | | | 1(U) | | | | | | | | | | | | | | |
| 8. | Hq & Hq Sq, Ftr Comd | 1-50-1S | 476 | 2 | | | | | | | | | | | | | | 1(9) | |
| | To POA | | | | | | | 1(8) | | | | | | | | | 1 | | |
| 9. | Hq & Hq Sq, Tact Air Comd | | | 3 | | | | | | | | | | | | | | | |
| | To POA | 1-500-1 | 274 | | | | 1(9) | | | | | | | | | | 1 | | |
| | To US | 1-500-1 | 274 | | | | | | | | | 1(9) | | | | | 1 | | |
| | Inact in Thea | Allot | 273 | | | 1(1) | | | | | | | | | | | | | |
| 10. | Hq & Hq Sq, Tr Carr Comd | | | 1 | | | | | | | | | | | | | | | |
| | To SWP | 1-300-1 | 408 | | | | 1(T) | | | | | | | | | | 1 | | |
| 11. | Hq & Hq Sq, Air Div | 1-170-1S | 467 | 4 | | | | | | | | | | | | | | 1(8) | |
| | To US | | | | | 1(8) | | | | 1(9) | | | | | | | 2 | | |
| | Inact in Thea | | | | | | | r1(8) | | | | | | | | | | | |
| 12. | Hq & Hq Sq, Bomb Wg (H/M) | 1-110-1 | 172 | 1 | | | | | | | | | | | | | | | Only one of these units now exists in this theater 1(1). Resources of this theater will permit activation of only 9 of these units from the 14 Combat Wings remaining in the Eighth Air Force and 1 from 3 Combat Wings of Ninth Air Force. Recommend that the requirement for movement of 6 units to US be reduced to 2, reducing XD requirement from 18 to 12. |
| | To POA | | | | | | 1(8) | | | 1(8) | | 1(8) | | | | | 3 | | |
| | To SWP | | | | | 1(1) | 1(8) | | 1(8) | | | | | | | | 3 | | |
| | To US | | | | | | 1(8) | 1(8) | | | | | | | | | 2 | | |
| | To US (For Inact) | | | | | | | | | | | | | | | | | | |
| | To CAF | | | | | | | | | | | | | | | | | 2(8) | |
| | Act in Thea | | | | 9(8) | | | | | | | | | | | | | 1(9) | |
| 13. | Hq, Combat Bomb Wg | 1-180-1S | 57 | 17 | | | | | | | | | | | | | | | Recommend deletion of 3 units to US for inactivation and their inactivation in theater as Category III. These units will furnish source of personnel for unit allocated Ninth Air Force in Item 12. |
| | To US (For Inact) | | | | | | | | | 1(9) | | 1(9) | 1(9) | | | | | | |
| | Inact in Thea | | | | r13(8) | | | | | | | | | | | | | | |
| 14. | Hq & Hq Sq, Ftr Wg | 1-10-1 | 245 | 10 | | | | | | | | | | | | | | | |
| | To POA | | | | | 1(8) | | 1(9) | | 1(9) | | | | | | | 3 | | |
| | To SWP | | | | | 1(1) | | 1(8) | | | | | | | | | 2 | | |
| | To US | | | | | | | | | 1(1) | 1(9) | | 1(8) | | | | 3 | | |
| | To CAF | | | | | | | | | | | | | | | | | 1(9) | |
| | | | | | | | | | | | | | | | | | | 1(1) | |
| 15. | Hq & Hq Sq, Photo Rcn Wg | 1-760-1 | 149 | 1 | | | | | | | | | | | | | | | |
| | To US (For Inact) | | | | | | | | 41(8) | | | | | | | | 1 | | |

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REDEPLOYMENT SCHEDULE

## EUROPEAN THEATER OF OPERATIONS - AIR SECTION

SCHEDULE OF SHIPMENT - BY MONTH



| ITEM | TYPE UNIT | T/O & E | STR | T/B | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | T | C | REMARKS & RECOMMENDATIONS |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 16. | Hq & Hq Sq, Tr Carr Wg | 1-310-1 | 173 | 3 | | | | | 1(T) | | | | | | | | 1 | | |
| | To POA | | | | | 1(T) | 1(T) | | | | | | | | | | 2 | | |
| | To SWP | | | | 1(M) | | | | | | | | | | | | | 1(M) | |
| | From MTO | | | | | | | | | | | | | | | | | | |
| 17. | Hq, Bomb Gp (H) | 1-112 | 125 | | | | | | | | | | | | | | | | |
| | (B-24) | | | 13 | | | | | | | | | | | | | | | |
| | (B-17) | | | 27 | | | | | | | | | | | | | | 7(8) | |
| | To POA (B-17) | | | | | 2(8) | 1(8) | 1(8) | 1(8) | 1(8) | 1(8) | 1(8) | 1(8) | | | | 9 | | |
| | To SWP (B-17) | | | | | 2(8) | 2(8) | 1(8) | 2(8) | 1(8) | | | | | | | 8 | | |
| | To US (B-24) | | | | | 3(8) | 2(8) | 4(8) | 2(8) | 2(8) | | | | | | | 13 | | |
| | (B-17) | | | | | | | | | 3(8) | | | | | | | 3 | | |
| | From MTO (B-17) | | | | | | | | | | 3(M) | | | | | | | 3(M) | |
| 18. | Hq, Bomb Gp (M) (B-26) | 1-112 | 107 | 9 | | | | | | | | | | | | | | | One group being currently converted each month to A-26's. |
| | To POA (B-26) | | | | | | | | | | | | 1(9) | | | | 1 | | |
| | To US (B-26) | | | | | | | | | 3(9) | 1(9) | | 1(9) | | | | 5 | | |
| | To OAF (B-26) | | | | | | | | | | | | | | | | | 2(1) | |
| | (B-26) | | | | | | | | | | | | | | | | | 1(9) | |
| 19. | Hq, Bomb Gp (L) | 1-132 | 104 | 4 | | | | | | | | | | | | | | | |
| | To POA (A-26) | | | | | | | | | 1(9) | | 1(9) | | | | | 2 | | |
| | To SWP (A-26) | | | | | 1(9) | 1(9) | | | | | | | | | | 2 | | |
| 20. | Hq, Ftr Gp | 1-12 | 100 | | | | | | | | | | | | | | | | Only 1 P-38 group in theater. Other P-38 group is in process of converting to P-51. Includes 2 enroute from MTO. |
| | (P-47) | | | 18 | | | | | | | | | | | | | | | |
| | (P-51) | | | 15 | | | | | | | | | | | | | | | |
| | (P-38) | | | 2 | | | | | | | | | | | | | | | |
| | To POA (P-47) | | | | | 1(9) | 2(9) | | | | | | | | | | 3 | | |
| | (P-51) | | | | | 1(8) | | 1(8) | 2(8) | 2(8) | 2(8) | | | | | | 8 | | |
| | To SWP (P-51) | | | | | 2(8) | 2(8) | 2(8) | | 1(9) | | | | | | | 7 | | |
| | To US (P-38) | | | | | | 1(9) | | 1(9) | | | | | | | | 2 | | |
| | (P-47) | | | | | | | | | 1(1) | 1(1) | 2(9) | 2(9) | | | | 6 | | |
| | To OAF (P-47) | | | | | | | | | | | | | | | | | 3(1) | |
| | | | | | | | | | | | | | | | | | | 1(8) | |
| | | | | | | | | | | | | | | | | | | 5(9) | |
| | From MTO (P-47) | | | | | | | | | | 1(M) | | | | | | | 1(M) | |
| 21. | Hq, Photo Recn Gp | 1-752 | 76 | 2 | | | | | | | | | | | | | | 1(9) | |
| | To US (For Inact) | | | | | | | | d1(8) | | | | | | | | 1 | | |
| 22. | Hq, Tact Recn Gp | 1-252 | 82 | 3 | | | | | | | | | | | | | | | |
| | To SWP | | | | | | | I(1) | | | | | | | | | 1 | | Includes 1 enroute from US. |
| | To Us | | | | | | | | | | | | 1(9) | | | | 1 | | |
| | To US (... ct) | | | | | | | | | | d1(9) | | | | | | 1 | | |
| 23. | Hq, Tr Carr Gp | 1-312 | 125 | | | | | | | | | | | | | | | | No C-46 groups currently in theater. One scheduled for exchange with one C-47 group. |
| | (C-47) | | | 11 | | | | | | | | | | | | | | 2(T) | |
| | (C-46) | | | 3 | | | | | | | | | | | | | | | |
| | To POA (C-47) | | | | | | | 1(T) | 1(T) | | | | | | | | 2 | | |
| | To SWP (C-46) | | | | | 3(T) | | | | | | | | | | | 3 | | |
| | (C-47) | | | | | | 2(T) | 2(T) | 1(T) | | | | | | | | 7 | | |
| 24. | Sq, Bomb (H) | 1-117 | | | | | | | | | | | | | | | | | Includes 8 squadrons not trained for heavy bombardment (3 scouting force, 1 night leaflet, 3 carpetbagging and 1 RCM) |
| | (B-17) | | 534 | 107 | | | | | | | | | | | | | | | |
| | (B-24) | | 534 | 53 | | | | | | | | | | | | | | | |
| | To POA (B-17) | | 534 | | | 8(8) | 4(8) | 4(8) | 4(8) | 4(8) | 4(8) | 4(8) | 4(8) | | | | 36 | | |
| | To SWP (B-17) | | 534 | | | 8(8) | 8(8) | 4(8) | 8(8) | 4(8) | | | | | | | 32 | | |
| | To US (B-24) | | 534 | | | 13(8) | 8(8) | 16(8) | 8(8) | 8(8) | | | | | | | 53 | | |
| | (B-17) | | 534 | | | | | | | 11(8) | | | | | | | 11 | | |
| | From MTO (B-17) | | 420 | | | | | | | | 12(M) | | | | | | | 12(M) | |
| | Reorg in Thea (B-17) | | 420 | | | | | | | | | | | | | | | 28(8) | |
| 25. | Sq, Bomb (M) (B-26) | 1-127 | 413 | 36 | | | | | | | | | | | | | | | Four squadrons being currently converted each month to A-26's. |
| | To POA (B-26) | | 413 | | | | | | | | | | 4(9) | | | | 4 | | |
| | To US (B-26) | | 413 | | | | | | | 12(9) | 4(9) | | 4(9) | | | | 20 | | |
| | Reorg in Thea (B-26) | | 365 | | | | | | | | | | | | | | | 8(1) | |
| | | | | | | | | | | | | | | | | | | 4(9) | |
| 26. | Sq, Bomb (L) (A-26) | 1-137 | 300 | 16 | | | | | | | | | | | | | | | |
| | To POA (A-26) | | | | | | | | | 4(9) | | 4(9) | | | | | 8 | | |
| | To SWP (A-26) | | | | | 4(9) | 4(9) | | | | | | | | | | 8 | | |

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REDEPLOYMENT SCHEDULE

## EUROPEAN THEATER OF OPERATIONS - AIR SECTION

SCHEDULE OF SHIPMENT - BY MONTH



| ITEM | TYPE UNIT | T/O & E | STR | T/B | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | T | C | REMARKS & RECOMMENDATIONS |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 27. | Sq, Ftr (SE) | 1-27 | | | | | | | | | | | | | | | | | Includes 6 enroute from MTO. |
| | (P-47) | | 304 | 54 | | | | | | | | | | | | | | | |
| | (P-51) | | 304 | 45 | | | | | | | | | | | | | | | |
| | To POA (P-47) | | 304 | | | 3(9) | 6(9) | | | | | | | | | | 9 | | |
| | (P-51) | | 304 | | | 3(8) | | 3(8) | 6(8) | 6(8) | 6(8) | | | | | | 24 | | |
| | To SWP (P-51) | | 304 | | | 6(8) | 6(8) | 6(8) | | 3(9) | | | | | | | 21 | | |
| | To US (P-47) | | 304 | | | | | | | 3(1) | 3(1) | 6(9) | 6(9) | | | | 18 | | |
| | Reorg in Thea (P-47) | | 284 | | | | | | | | | | | | | | | 9(1) | |
| | | | | | | | | | | | | | | | | | | 3(8) | |
| | | | | | | | | | | | | | | | | | | 15(9) | |
| | From MTO (P-47) | | 284 | | | | | | | | 3(M) | | | | | | | 3(M) | |
| 28. | Sq, Ftr (TE) (P-38) | 1-37 | 333 | 6 | | | | | | | | | | | | | | | Three squadrons in process of converting to |
| | To US (P-38) | | | | | | 3(9) | | 3(9) | | | | | | | | 6 | | P-51's. |
| 29. | Sq, Liaison | 1-977 | 140 | 9 | | | | | | | | | | | | | | 5(9) | |
| | To POA | | | | | | | | 1(1) | 1(1) | 1(9) | 1(9) | | | | | 4 | | |
| 30. | Sq, Night Ftr | 1-67 | | 3 | | | | | | | | | | | | | | | |
| | Reorg in Thea | | 276 | | | | | | | | | | | | | | | 1(1) | |
| | | | | | | | | | | | | | | | | | | 2(9) | |
| | From MTO | | 276 | | 1(M) | | | | | | | | | | | | | 1(M) | |
| 31. | Sq, Photo Rcn | 1-757 | | 10 | | | | | | | | | | | | | | | |
| | To POA (F-5) | | 347 | | | 2(9) | | | | | | | | | | | 2 | | |
| | To SWP (F-5) | | 347 | | | | | 1(1) | | | | | | | | | 1 | | |
| | To US (F-5) | | 347 | | | 1(8) | | | 2(8) | | | | | | | | 3 | | |
| | (Spitfire) | | 347 | | | | | | | | 1(8) | | | | | | 1 | | |
| | (F-3) | | 430 | | | | | | | | 1(9) | | | | | | 1 | | |
| | Reorg in Thea (F-5) | | 342 | | | | | | | | | | | | | | | 2(9) | |
| 32. | Sq, Tact Rcn | 1-267 | 233 | 11 | | | | | | | | | | | | | | | Two additional units are enroute for (1), |
| | To POA | | 233 | | | | | 2(1) | | | | | | | | | 2 | | and one for (9). |
| | To SWP | | 233 | | | | | 3(9) | | | | | | | | | 3 | | |
| | To US | | 233 | | | | | | | | | | 1(1) | | | | 3 | | Eight units currently on hand. |
| | | | 233 | | | | | | | | | | 2(9) | | | | | | |
| | To US (For Inact) | | 233 | | | | | | | | | d1(9) | | | | | 1 | | |
| | Reorg in Thea | | 228 | | | | | | | | | | | | | | | 2(9) | |
| 33. | Sq, Tr Carr | 1-317 | | | | | | | | | | | | | | | | | No C-46 squadrons currently in theater. Four |
| | (C-47) | | 428 | 44 | | | | | | | | | | | | | | 10(T) | scheduled for exchange with four C-47 squad- |
| | (C-46) | | 428 | 12 | | | | | | | | | | | | | | | rons. |
| | To POA (C-47) | | 428 | | | | | 4(T) | 4(T) | | | | | | | | 8 | | |
| | To SWP (C-46) | | 428 | | | 12(T) | | | | | | | | | | | 12 | | |
| | (C-47) | | 428 | | | | 6(T) | 8(T) | 12(T) | | | | | | | | 26 | | |
| 34. | Sq, Ftr Contl | 1-47 | | 10 | | | | | | | | | | | | | | | These units function in this theater with the |
| | To US | | 317 | | | | | | | | | | | 1(9) | 1(9) | 1(9) | 3 | | Fighter Wings. |
| | To US (For Inact) | Approx | 320 | | | | | | | d1(1) | d1(8) | d1(1) | d1(8) | d1(8) | | | 5 | | d The five to US are Category IV and will |
| | Reorg in Thea | | 393 | | | | | | | | | | | | | | | 2(9) | have strength of 110. |
| 35. | Unit, Combat Camera | FAT | 32 | 3 | | | | | | | | | | | | | | | o Only 1 unit required for CAF. Eighth Air |
| | To US | | | | | | 1(8) | | | | | | | | | | 1 | | Force unit designated for CAF is available |
| | To CAF | | | | | | | | | | | | | | | | | 1(8) | for other redeployment. |
| | | | | | | | | | | | | | | | | | | 1(9) | |
| 36. | Hq & Hq Sq, Air Sv Comd | | | | | | | | | | | | | | | | | | o Recommend that Air Tech Section, ETO, 27 |
| | To POA | 1-400-23 | 377 | 1 | | | | | | 1(8) | | | | | | | 1 | | off 68 EM now assigned to ATSCE be assigned |
| | To US (For Inact) | 1-400-15 | 1036 | 1 | | | | | | | | | d1(8) | | | | 1 | | to Ninth Air Force Service Command at disso- |
| | To CAF | 1-400-15 | 549 | 1 | | | | | | | | | | | | | | 1(9) | lution of ATSCE unless Air Tech Section is |
| | | | | | | | | | | | | | | | | | | | included in Air Bulk Allotment (Item 3) in |
| | | | | | | | | | | | | | | | | | | | which case the Bulk Allotment should be in- |
| | | | | | | | | | | | | | | | | | | | creased accordingly. |
| 37. | Hq & Hq Sq, Air Sv Area Comd | 1-400-23 | 372 | 2 | | | | | | | | | | | | | | | |
| | To US (For Inact) | | | | | | | | | | | | d1(9) | d1(9) | | | 2 | | |
| 38. | Int Sup Div, Base AD | Allot | | | | | | | | | | | | | | | | | To be absorbed gradually. |
| | Inact in Thea | | 1206 | 1 | | | | 1(8) | | | | | | | | | | | |
| | | | 342 | 1 | 1(8) | | | | | | | | | | | | | | |
| 39. | Maint Div, Base AD | Allot | | | | | | | | | | | | | | | | | To be absorbed gradually. |
| | Inact in Thea | | 8095 | 1 | | | | 1(8) | | | | | | | | | | | |
| | | | 5470 | 1 | 1(8) | | | | | | | | | | | | | | |

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REDEPLOYMENT SCHEDULE

EUROPEAN THEATER OF OPERATIONS - AIR SECTION

SCHEDULE OF SHIPMENT - BY MONTH



| ITEM | TYPE UNIT | T/O & E | STR | T/B | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | T | C | REMARKS & RECOMMENDATIONS |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 40. | Sup Div, Base AD | Allot | | | | | | | | | | | | | | | | | |
| | Inact in Thea | | 4529 | 1 | | | | 1(S) | | | | | | | | | | | To be absorbed gradually. |
| | | | 616 | 1 | 1(S) | | | | | | | | | | | | | | |
| 41. | Hq & Hq Sq, Base AD Area | Allot | | | | | | | | | | | | | | | | | |
| | Inact in Thea | | 2796 | 1 | 1(S) | | | | | | | | | | | | | | To be absorbed gradually. |
| | | | 3739 | 1 | 1(S) | | | | | | | | | | | | | | |
| | | | 130 | 1 | 1(S) | | | | | | | | | | | | | | |
| | | | 160 | 1 | | | | 1(S) | | | | | | | | | | | |
| | | | 257 | 1 | | | | 1(S) | | | | | | | | | | | |
| 42. | Hq & Hq Sq, Air Dep Gp | 1-852 | 177 | 20 | | | | | | | | | | | | | | | One unit enroute from MTO for (1). One in process of activation for (T), making total of 22. |
| | To POA | | | | | 1(9) | 1(8) | 1(8) | 1(8) | 1(9) | 1(1) | 1(8) | | | | | 7 | | |
| | To SWP | | | | | 2(T) | 1(S) | 1(9) | 1(9) | | | | | | | | 6 | | |
| | | | | | | | 1(9) | | | | | | | | | | | | o Recommend reduction of number to be activated to one and that it be assigned to OAF in 7th month to perform Base Air Depot Area functions. This would then total 8 units to OAF. |
| | To US | | | | | 1(8) | | 1(S) | 1(S) | | | | | | | | 3 | | |
| | *Act in Thea | | | | •1 | | | | | | | | | | | | | | |
| | To OAF | | | | | | | | | | | | | | | | | 4(9) | |
| | | | | | | | | | | | | | | | | | | 2(8) | |
| | From MTO | | | | | | | | | 1(M) | | | | | | | | 1(M) | |
| 43. | Hq & Base Sv Sq, Air Sv Gp | 1-452T | | 0 | | | | | | | | | | | | | | | None actually organized in theater, 111 units are being organized for current operations and will be assigned as indicated. Recommend 5 surplus units indicated herein as allocated to (8) be moved to US to compensate deletions in Items 44 and 50. |
| | To POA | | 287 | | 3(8) | 1(8) | 2(8) | 3(8) | 3(8) | 3(8) | 1(8) | 1(8) | | | | | 25 | | |
| | | | 287 | | 1(9) | 2(9) | 1(T) | 1(T) | 1(9) | | 1(9) | 1(9) | | | | | | | |
| | To SWP | | 287 | | 4(8) | 4(8) | 3(8) | 2(8) | 1(8) | | | | | | | | 28 | | |
| | | | 287 | | 1(9) | 1(9) | 1(9) | 3(T) | 1(9) | | | | | | | | | | |
| | | | 287 | | 3(T) | 2(T) | 2(T) | | | | | | | | | | | | |
| | To US (Reorg in Thea - 2 Clm 28 | | 317 | | 3(8) | 2(8) | 3(8) | 1(8) | 4(8) | | | | | | | | 13 | | |
| | 1 Clm 29 During Redeployment) | | 287 | | | | 1(9) | 1(9) | 1(9) | | | | 2(1) | | | | 8 | | |
| | | | | | | | | | | | | | 3(9) | | | | | | |
| | To OAF | | 287 | | | | | | | | | | | | | | | 6(1) | |
| | | | 287 | | | | | | | | | | | | | | | 8(8) | |
| | | | 287 | | | | | | | | | | | | | | | 14(9) | |
| | | | 287 | | | | | | | | | | | | | | | 2(T) | |
| | | | 287 | | | | | | | | | | | | | | | 2(S) | |
| | Reorg in Thea (During Redeployment) | | 287 | | 37(8) | | | | | | | | | | | | | | |
| | Act in Thea (During Ops) | | 249 | | 50(8) | | | | | | | | | | | | | | |
| | | | 287 | | 7(8) | | | | | | | | | | | | | | |
| | | | | | 30(9) | | | | | | | | | | | | | | |
| | | | | | 8(1) | | | | | | | | | | | | | | |
| | | | | | 14(T) | | | | | | | | | | | | | | |
| | | | | | 2(S) | | | | | | | | | | | | | | |
| | From MTO | | 287 | | | | | | | 4(M) | | | | | | | | 4(M) | |
| 44. | Hq & Hq Sq, Air Sv Gp | 1-412 | 164 | 37 | | | | | | | | | | | | | | | Recommend substitution of 5 Service Groups (listed in Items 43, 47 and 49) for 5 units scheduled for US in 5th, 6th, and 7th months. Includes 1 enroute from MTO. |
| | To US | | | | | | | | 1 | 2 | 2 | 1(8) | 1(8) | | | | 7 | | |
| | Inact in Thea (During Ops) | | | | 9(8) | | | | | | | | | | | | | | |
| | | | | | 14(9) | | | | | | | | | | | | | | |
| | | | | | 5(1) | | | | | | | | | | | | | | |
| | | | | | 7(T) | | | | | | | | | | | | | | |
| 45. | Hq, Intransit Dep Gp | Allot | 55 | 1 | | | | | | | | | | | | | | | |
| | Inact in Thea | | | | | | | | | | | | | 1(9) | | | | | |
| 46. | Sq, Air Cargo Resupply | 1-470 | | 3 | | | | | | | | | | | | | | | |
| | To POA | | 142 | | | | 1(T) | | | | | | | | | | 1 | | |
| | To SWP | | 89 | | | 2(T) | | | | | | | | | | | 2 | | |
| 47. | Sq, Air Engineering | 1-457T | | 0 | | | | | | | | | | | | | | | None actually organized in theater. 111 units are being organized for current operations and will be assigned as indicated. Recommend 5 surplus units indicated herein as allocated to (8) be moved to US to compensate deletions in Items 44 and 50. Theater resources inadequate to supply augmentations in Columns 30, 32 and 34 of T/O & E. |
| | To POA | | 246 | | 3(8) | 1(8) | 2(8) | 3(8) | 3(8) | 3(8) | 1(8) | 1(8) | | | | | 25 | | |
| | | | | | 1(9) | 2(9) | 1(T) | 1(T) | 1(9) | | 1(9) | 1(9) | | | | | | | |
| | To SWP | | 246 | | 4(8) | 4(8) | 3(8) | 2(8) | 1(8) | | | | | | | | 28 | | |
| | | | | | 1(9) | 1(9) | 1(9) | 3(T) | 1(9) | | | | | | | | | | |
| | | | | | 3(T) | 2(T) | 2(T) | | | | | | | | | | | | |
| | To US | | 258 | | 3(8) | 2(8) | 3(8) | 1(8) | 4(8) | | | | | | | | 13 | | |
| | | | 246 | | | | 1(9) | 1(9) | 1(9) | | | | 2(1) | | | | 8 | | |
| | | | | | | | | | | | | | 3(9) | | | | | | |
| | To OAF | | 228 | | | | | | | | | | | | | | | 6(1) | |
| | | | | | | | | | | | | | | | | | | 8(8) | |
| | | | | | | | | | | | | | | | | | | 14(9) | |
| | | | | | | | | | | | | | | | | | | 2(T) | |
| | | | | | | | | | | | | | | | | | | 2(S) | |
| | Act in Thea (During Ops) | | 228 | | 57(8) | | | | | | | | | | | | | | |
| | | | | | 30(9) | | | | | | | | | | | | | | |
| | | | | | 8(1) | | | | | | | | | | | | | | |

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REDEPLOYMENT SCHEDULE

## EUROPEAN THEATER OF OPERATIONS - AIR SECTION

SCHEDULE OF SHIPMENT - BY MONTH



| ITEM | TYPE UNIT | T/O & E | STR | T/B | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | T | C | REMARKS & RECOMMENDATIONS |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 47. | Sq, Air Engineering (Cont'd) Act in Thea (During Ops Cont'd) | | | | 14(T) | | | | | | | | | | | | | | |
| | | | | | 2(S) | | | | | | | | | | | | | | |
| | Reorg During Redeployment (Clm 32 thru 35) | | 246 | | 31(S) | | | | | | | | | | | | | | |
| | | | | | 16(9) | | | | | | | | | | | | | | |
| | | | | | 12(T) | | | | | | | | | | | | | | |
| | | | | | 2(1) | | | | | | | | | | | | | | |
| | Reorg During Redeployment (Clm 30 thru 35) | | 258 | | 13(S) | | | | | | | | | | | | | | |
| | From MTO | | 228 | | | | | | | 4(M) | | | | | | | | 4(M) | |
| 48. | Sq, Air Intransit Dep Inact in Thea | Allot | 77 | 1 | | | | | | | | | | | | 1(9) | | | |
| 49. | Sq, Air Materiel To POA | 1-458T | 142 | 0 | 3(S) | 1(S) | 2(S) | 3(S) | 3(S) | 3(S) | 1(S) | 1(S) | | | | | 25 | | None actually organized in thea. 111 units are being organized for current operations, and will be assigned as indicated. |
| | | | | | 1(9) | 2(9) | 1(T) | 1(T) | 1(9) | | 1(9) | 1(9) | | | | | | | |
| | To SWP | | | | 4(S) | 4(S) | 3(S) | 2(S) | 1(S) | | | | | | | | 28 | | Recommend 5 surplus units indicated herein as allocated to (S) be moved to UE to compensate deletions in items 44 and 50. |
| | | | | | 1(9) | 1(9) | 1(9) | 3(T) | 1(9) | | | | | | | | | | |
| | | | | | 3(T) | 2(T) | 2(T) | | | | | | | | | | | | |
| | To US | | | | 3(S) | 2(S) | 3(S) | 1(S) | 4(S) | | | | | | | | 21 | | |
| | | | | | | | 1(9) | 1(9) | 1(9) | | | | 2(1) | | | | | | |
| | | | | | | | | | | | | | 3(9) | | | | | | |
| | To OAF | | | | | | | | | | | | | | | | | 6(1) | |
| | | | | | | | | | | | | | | | | | | 8(S) | |
| | | | | | | | | | | | | | | | | | | 14(9) | |
| | | | | | | | | | | | | | | | | | | 2(T) | |
| | | | | | | | | | | | | | | | | | | 2(S) | |
| | Act in Thea (During Ops) | | | | 57(S) | | | | | | | | | | | | | | |
| | | | | | 30(9) | | | | | | | | | | | | | | |
| | | | | | 8(1) | | | | | | | | | | | | | | |
| | | | | | 14(T) | | | | | | | | | | | | | | |
| | | | | | 2(S) | | | | | | | | | | | | | | |
| | From MTO | | | | | | | | | 4(M) | | | | | | | | 4(M) | |
| 50. | Sq, Air Sv TO US | 1-417 | 245 | 77 | | | | | 2 | 4 | 2(S) | 2(S) | 2(S) | | | | 14 | | Includes 2 enroute from MTO. Recommend substitution of 5 Serv Gps (Sp) (listed in items 43, 47 and 49) for 8 units scheduled to US in 5th, 6th and 7th months. |
| | | | | | | | | | | | 2 | | | | | | | | |
| | Inact in Thea (During Ops) | | | | 18(S) | | | | | | | | | | | | | | |
| | | | | | 29(9) | | | | | | | | | | | | | | |
| | | | | | 9(1) | | | | | | | | | | | | | | |
| | | | | | 23(T) | | | | | | | | | | | | | | |
| | | | | | 2(S) | | | | | | | | | | | | | | |
| 51. | Sq, Admn To POA | 1-487S | 273 | 13 | | 2(S) | 2(S) | 2(S) | 2(S) | | | | | | | | 8 | | Recommend postponement of activation for 3 units from (9) from 1st to 2nd month and for 5 units from (S) from 1st to 3rd month. |
| | To CBI | | | | | 4(S) | 1(1) | 1(S) | 1(S) | | 1(S) | | | | | | 8 | | |
| | To SWP | | | | | 5(9) | 3(9) | 2(S) | | | | | | | | | 10 | | |
| | To OAF | | | | | | | | | | | | | | | | | 4(9) | |
| | | | | | | | | | | | | | | | | | | 1(S) | |
| | Act in Thea | | | | 9(S) | | | | | | | | | | | | | | |
| | | | | | 4(9) | | | | | | | | | | | | | | |
| | | | | | 5(S) | | | | | | | | | | | | | | |
| 52. | Sq, Dep Rep To POA | 1-857 | 352 | 20 | | 1(9) | 1(S) | 1(S) | 1(S) | 1(9) | 1(1) | 1(S) | | | | | 7 | | 1 additional unit in process of activation for (T); also another additional unit enroute from MTO for (1). These units will be surplus over requirements indicated. |
| | To SWP | | 352 | | | 2(T) | 1(S) | 1(9) | 1(9) | | | | | | | | 6 | | |
| | | | | | | | 1(9) | | | | | | | | | | | | |
| | To US | | 340 | | | 1(S) | | | | | | | | | | | 1 | | |
| | To OAF (Reorg in Thea + 2 clm 15) | | 352 | | | | | | | | | | | | | | | 4(9) | |
| | | | | | | | | | | | | | | | | | | 2(S) | |
| | From MTO | | | | | | | | | 1(M) | | | | | | | | 1(M) | |
| 53. | Sq, Dep Sup To POA | 1-858 | 132 | 22 | | 1(9) | 1(S) | 1(S) | 1(S) | 1(9) | 1(1) | 1(S) | | | | | 7 | | 1 additional unit in process of activation for (T); also another additional unit enroute from MTO for (1). Recommend that these two units plus two more units (to be activated by (S) in 7th mo.) be assigned to OAF for use in Base Air Depot functions. This should result in OAF having a total of 11 of these units instead of the 7 now scheduled. |
| | To SWP | | 352 | | | 2(T) | 1(S) | 1(9) | 1(9) | | | | | | | | 6 | | |
| | | | | | | | 1(9) | | | | | | | | | | | | |
| | To US | | | | | 1(S) | | 1(S) | 1(S) | | | | | | | | 3 | | |
| | To OAF | | | | | | | | | | | | | | | | | 2(S) | |
| | | | | | | | | | | | | | | | | | | 4(9) | |
| | From MTO | | | | | | | | | 1(M) | | | | | | | | 1(M) | |
| 54. | Sq, Engine Overhaul Act in Thea | 1-947 | 594 | 0 | 2(S) | | | | | | | | | | | | | 2(S) | o These units are not required by OAF. |

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REDEPLOYMENT SCHEDULE

EUROPEAN THEATER OF OPERATIONS - AIR SECTION

SCHEDULE OF SHIPMENT - BY MONTH



| ITEM | TYPE UNIT | T/O&E | STR | T/B | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | T | C | REMARKS & RECOMMENDATIONS |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 55 | Sq, Mobile Comm Sp | 1-437S | 655 | 1 | | | | | | | d 1(9) | | | | | | d 1 | | Detachments of this unit will be available for redeployment in equal monthly increments during first five months of the redeployment program, if desired. |
| | To US (For Inact) | | | | | | | | | | | | | | | | | | |
| 56 | Sq, Mobile Rec & Rep Mv | 1-937S | 183 | 50 | | | | | | | | | | | | | | 2(9) | |
| | Inact in Thea (During Redep) | | | | f 8(S) | | | 10(S) | | | | 1(S) | | | | | | | |
| | | | | | f 6(9) | | | 3(9) | | | | | | | | | | | |
| | | | | | 1(T) | | | 2(1) | | | | | | | | | | | |
| | Inact in Thea (During Ops) | | | | 7(S) | | | | | | | | | | | | | | |
| | | | | | 2(S) | | | | | | | | | | | | | | |
| | | | | | 1(S) | | | | | | | | | | | | | | |
| 57 | Sq, Port Intransit Depot | Allot | 226 | 4 | | | | | | | | | | | | | | | Reorganization unnecessary |
| | Inact in Thea | | 36 | 1 | | | | | | 1(1) | | 2(S) | | | | | | | |
| | | | 103 | 1 | | | | | | 1(9) | | | | | | | | | |
| | Reorg in Thea | | 226 | | | | | | | | | | | | | | | 2(9) | |
| 58 | Sq, Radio Mobile | 1-1027 | 470 | 1 | | | | | | | | | | | | | | | |
| | Reorg in Thea | | 335 | | | | | | | | | | | | | | | 1(9) | |
| 59 | Sq, Station Complement | 1-497S | 102 | 122 | | | | | | | | | | | | | | 11(9) | 5 on allotment at strengths as indicated. |
| | To POA | | | | | | 4(9) | 3(T) | 3(S) | 1(1) | | | | | | | 13 | | ⊖ Recommend one (1) additional squadron from Ninth AF be assigned to CAF in addition to 11 indicated in schedule for Base Air Depot Area functions. |
| | | | | | | | | | | 2(9) | | | | | | | | | |
| | Inact in Thea (During Ops) | | | | 6(S) | | | | | | | | | | | | | | |
| | | | | | 13(9) | | | | | | | | | | | | | | |
| | | | | | 14(T) | | | | | | | | | | | | | | |
| | | | | | 1(S) | | | | | | | | | | | | | | |
| | Inact in Thea (During Redep) | | 206 | 1 | 3(S) | | | | | | | | | | | | | | |
| | | | 440 | 1 | 1(S) | | | | | | | | | | | | | | |
| | | | 139 | 1 | 1(9) | | | | | | | | | | | | | | |
| | | | 142 | 1 | 1(S) | | | | | | | | | | | | | | |
| | | | 120 | 1 | 1(S) | | | | | | | | | | | | | | |
| | | | 102 | | 6(9) | | | | | | | | | | | | | | |
| | | | | | 1(1) | | | | | | | | | | | | | | |
| | | | | | 1(T) | | | | | | | | | | | | | | |
| | | | | | 1(S) | | | | | | | | | | | | | | |
| 60 | Sq, Sta Comp, Base A Dep | Allot | | | | | | | | | | | | | | | | | To be absorbed gradually. |
| | Inact in Thea | | 1862 | | 1(S) | | | | | | | | | | | | | | |
| | | | 1639 | | 1(S) | | | | | | | | | | | | | | |
| | | | 649 | | | | | 1(S) | | | | | | | | | | | |
| | | | 694 | | | | | 1(S) | | | | | | | | | | | |
| 61 | Sq, Sta Compl Repl Dep | Allot | 222 | 3 | | | | | | | | | | | | | | | Recommend inactivation in eleventh month instead of first month. |
| | Inact in Thea | | | | 3(U) | | | | | | | | | | | | | | |
| 62 | Sqs, Tact Air Comm | 1-547 | 219 | 5 | | | | | | | | | | | | | | 1(9) | |
| | To POA | | | | | | 1(9) | | 1(9) | | | | | | | | 2 | | |
| | To SWP | | | | | | 1(9) | | | | | | | | | | 1 | | |
| | To US | | | | | | | | | | | 1(1) | | | | | 1 | | |
| 63 | Unit, Depot Army | 1-407 | 58 | 1 | | | | | | | | | | | | | | 1(1) | 1 Unit only in theater; 3 scheduled to arrive from US. The total of 4 will be assigned 2 (1); 2(9). |
| | To POA | | | | | | | 1(9) | | 1(9) | | | | | | | 2 | | |
| 64 | Hq & Hq Sq, Transp Mg (Sp) | 1-350-1S | 71 | 1 | | | | | | | | | d 1(S) | | | | 1 | | ⊖ No requirement exists for this unit in CAF; thus two of these units will be available for redeployment elsewhere in addition to the two indicated for the POA. |
| | To US (For Inact) | | | | | | | | | | | | | | | | | | |
| 65 | Air Dep Base Mil Adp Div | Allot | | 3 | | | | | | | | | | | | | | | |
| | Inact in Thea | | 495 | | | | | 1(S) | | | | | | | | | | | |
| | | | 326 | | 1(S) | | | | | | | | | | | | | | To be absorbed gradually |
| | | | 66 | | 1(S) | | | | | | | | | | | | | | |
| 66 | Hq & Hq Co, Repl Dep | 20-42 | 202 | 1 | | | | | | | | | | d 1(U) | | | 1 | | I/O & E should read 20-42 instead of 12-42, as indicated in Redeployment Forecast. |
| | To US (For Inact) | | | | | | | | | | | | | | | | | | |
| 67 | Hq, Bomb Gp (H) Rcn | 1-112 | 124 | 1 | | | | | | | | | | | | | | | |
| | To US | | | | | | | | | | | 1(S) | | | | | 1 | | |
| 68 | Hq & Hq Sq, CCRC Gp | Allot | | 4 | | | | | | | | | | | | | | | |
| | Inact in Thea | | 499 | | 1(9) | | | | | | | | | | | | | | |
| | | | 498 | | 1(9) | | | | | | | | | | | | | | |
| | | | 482 | | 1(9) | | | | | | | | | | | | | | |

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REDEPLOYMENT SCHEDULE

## EUROPEAN THEATER OF OPERATIONS - AIR SECTION

SCHEDULE OF SHIPMENT - BY MONTH



| ITEM | TYPE UNIT | T/O&E | STR | T/B | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | T | C | REMARKS & RECOMMENDATIONS |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 68. | Hq & Hq Sq, CCRC Gp (Cont'd) | | | | | | | | | | | | | | | | | | |
| | Inact in Thea (Cont'd) | | 382 | | 1(U) | | | | | | | | | | | | | | |
| 69. | Hq & Hq Sq, Transport Gp | 1-652 | 83 | 2 | | | | | | | | | | | | | | 2(S) | |
| 70. | Hq & Hq Det, Repl Bn | 20-46 | 35 | 8 | | | | | | | | | | | | | | 2(U) | |
| | To POA | | 35 | | | | | | 1(U) | | 1(U) | 1(U) | 1(U) | 1(U) | | | 5 | | |
| | To SWP (Reorg in Thea) | | 53 | | | | | 1(U) | | | | | | | | | 1 | | |
| 71. | Sq, Bomb (H) Rcn | 1-117 | 420 | 2 | | | | | | | | | | | | | | 1(S) | Sq for OAF equipped with B-17's. Other Sq equipped with Mosquitoes. |
| | To US | | | | | 1(S) | | | | | | | | | | | 1 | | o No requirement exists for this unit in OAF; will be available for redeployment elsewhere during first month, if desired. |
| 72. | Sq, Bomb (L) Wea Rcn | 1-137 | 293 | 1 | | | | | | | | | | | | | | | Sq equipped with Mosquitoes. Recommend return of unit to US in 3d month instead of 2d month. |
| | To US | | | | | 1(S) | | | | | | | | | | | 1 | | |
| 73. | Sq, Emergency Rescue | 1-987 | 403 | 1 | | | | | | | | | | | | | | | |
| | To US | | | | | 1(S) | | | | | | | | | | | 1 | | |
| 74. | Sq, Ferrying | 1-667 | 344 | 5 | | | | | | | | | | | | | | 4(S) | |
| | | | | | | | | | | | | | | | | | | 1(U) | o Only 4 squadrons required in OAF. 1 unit (S) available for redeployment elsewhere. |
| 75. | Sq, Photo Tech | 1-779 | 285 | 2 | | | | | | | | | | | | | | | - |
| | To POA | | | | | | | | 1(S) | | | 1(S) | | | | | 2 | | |
| 76. | Sq, CCRC Repl Tng | Allot | | | | | | | | | | | | | | | | | |
| | Inact in Thea | | 336 | 2 | 2(U) | | | | | | | | | | | | | | |
| | | | 210 | 1 | 1(U) | | | | | | | | | | | | | | |
| | | | 357 | 1 | 1(U) | | | | | | | | | | | | | | |
| 77. | Sq, Transport Cgo-Mail | 1-347 | 150 | 6 | | | | | | | | | | | | | | 6(S) | |
| 78. | Sq, Wea, Cont & Hq Sq | 1-627 | 18 | 2 | | | | | | | | | | | | | | o 2 | o The additional Sq Hq is recommended for assignment to the OAF for ATC use. The increase in Type A and decrease in Type B stations from the RD Forecast is due to the increase of the 5 Heavy Bomb Groups and 3 Wing Hq to the OAF and current plans for location of airdromes for these units. |
| | To POA * | | | | | | | | | | | | | | | | | | |
| | Sta, Type A | | 19 * 68 | | | | | 1 | 1 | | 2 | | | | | | 4 | | * Includes 1A and 4B stations which were |
| | Sta, Type B | | 10 * 86 | | | 1 | 2 | | | 1 | 5 | | 3 | | | | 12 | | authorized in ETO Weather Service by AG, AGO letter dated 30 Jan 1945 as result of |
| | To US | | | | | | | | | | | | | | | | | | transfers of those units from WTO to ETO. |
| | Sta, Type A | | | | 3 | 2 | 5 | 3 | 2 | 3 | 1 | 2 | 2 | | | | 23 | o41 | |
| | Sta, Type B | | | | 8 | 7 | 6 | 4 | 4 | | | | | | | | 29 | o45 | * Unless the military situation requires that |
| | Sta, Type D | | 4 | 52 | 17 | 4 | 10 | 6 | 6 | 6 | 1 | 1 | 1 | | | | 52 | | the stations indicated for redeployment to |
| | Sect, Type O | | 3 | 14 | 14 | | | | | | | | | | | | 14 | | the POA, move direct, it is recommended that |
| | Sect, Type R | | 3 | 30 | | | | | | | | | | | | | | 30 | they move through the US, departing this |
| | Sect, Type S | | 2 | 20 | 10 | | | | | | | | | | | | 10 | 10 | theater earlier than currently indicated. |
| | Sect, Type T | | 4 | 6 | 1 | 1 | | | | | | | | | | | 2 | 4 | |
| 79. | Company, Replacement | 20-47 | 35 | 24 | | | | | | | | | | | | | | 6(U) | |
| | To POA | | | | | | | | 3(U) | | 3(U) | 3(U) | 3(U) | 3(U) | | | 15 | | |
| | To SWP | | | | | | | 3(U) | | | | | | | | | 3 | | |
| 80. | Unit, Altitude Training | Allot | 32 | 1 | | | | | | | | | | | | | | | Recommend this unit be redeployed at present |
| | To POA | | 100 | | | 1(S) | | | | | | | | | | | 1 | | strength of 32. |
| 81. | Unit, Motion Pict, 16 MM | 1-707 | 10 | 1 | | | | | | | | | | | | | | | |
| | To POA | | | | | | | | 1(U) | 1(U) | | | | | | | 2 | | Unit indicated for SWP not yet arrived in |
| | To SWP | | | | | | | 1(U) | | | | | | | | | 1 | | theater. |
| 82. | Unit, Photo Tech | 1-760 | | | | | | | | | | | | | | | | | |
| | | | 125 | 1 | | | | | | | | | | | | | | | Five units presently in theater. One unit |
| | | | 55 | 5 | | | | | | | | | | | | | | 2(U) | at strength of 125 not yet arrived from ZI; will be assigned to (1). One additional |
| | TO POA | | 55 | | | | | 1(U) | 1(U) | | | | | | | | 2 | | unit being currently activated. |
| | To US | | 125 | | | | | 1(U) | | | | | | | | | 1 | | |
| | | | 55 | | | | | | 1(U) | | | | | | | | 1 | | |
| 83. | Unit, Stat Control | 1-795 | 69 | 4 | | | | | | | | | | | | | | 1(U) | Recommend that unit to POA be delayed until 5th month. Also recommend unit to SWP in 6th month be delayed until 7th month. |
| | To POA | | | | | | 1(S) | | | | | | | | | | 1 | | |
| | To SWP | | | | | | | | 1(U) | 1(S) | | | | | | | 2 | | |

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REDEPLOYMENT SCHEDULE

## EUROPEAN THEATER OF OPERATIONS - AIR SECTION

SCHEDULE OF SHIPMENT - BY MONTH



| ITEM | TYPE UNIT | T/O & E | STR | T/B | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | T | C | REMARKS & RECOMMENDATIONS |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 84. | Flt, Gun Tow Target, Sp | Allot | 39 | 9 | | | | | | | | | | | | | | | o Recommend 2 Tow Target Flights for CAF be changed to 2 Gunnery & Tow Target Squadrons, T/O 1-1077, Str 116; 1 squadron to be augmented by 1 "R" flt, Col 16, Str 40. Recommend that 2 of 3 units to UK in 4th month indicated in WD Forecast be deleted. |
| | To UK (Clm #16, 1-1077) | | 40 | | | | | 1(P) | | | 4(9) | | | | | | 5 | | |
| | Reorg in Thea (Clm #16,1-1077) | | 40 | | | | | | | | | | | | | | | 2(9) | |
| | Inact in Thea (During Ops) | | | | 2(P) | | | | | | | | | | | | | | |
| 85. | Det, Photo Intelligence | 1-747S | | 5 | | | | | | | | | | | | | | | |
| | To POA | | 92 | | | | | 1(P) | | *1(P) | | | | | | | 2 | - | |
| | To SWP | | 92 | | | | | 1(1) | 1(9) | | | | | | | | 2 | | |
| | *Reorg in Thea | | 92 | | | | | | | | | | | | | | | *1(9) | |
| 86. | Det, Photo Proc | Allot | 61 | 1 | | | | | | | | | | | | | | | o This unit not required by CAF. |
| | Reorg in Thea | 1-749 | 36 | | | | | | | | | | | | | | | 1(U) | |
| 87. | Team, Historical | 20-135 | 4 | 9 | | | | | | | | | | | | | | | Activated as "Historical Units". |
| | To POA | | | | | | 1(9) | 2(9) | 2(P) | | | | | | | | 5 | | o Recommend 2 additional units be activated within Ninth Air Force and assigned to CAF. |
| | To SWP | | | | | | | | 1(T) | 1(9) | | | | | | | 2 | | |
| | To CAF | | | | | | | | | | | | | | | | | 1(S) | This will allow one for each command. Recommend that unit listed for SWP in 5th month be redeployed in 3rd month. |
| | | | | | | | | | | | | | | | | | | 1(9) | |
| 88. | AAF Band | 20-107 | 29 | 21 | | | | | | | | | | | | | | | 14 units on hand; 7 enroute. |
| | To POA | | | | | | 1(E) | 1(E) | 1(P) | 2(S) | 1(1) | 2(U) | | | | | 9 | | o Recommend 2 additional bands be activated within Ninth Air Force and assigned to CAF; one for each command. |
| | | | | | | | | | | | 1(S) | | | | | | | | |
| | To SWP | | | | | | 1(T) | 1(9) | 1(9) | | 1(9) | | | | | | 4 | | |
| | To CAF | | | | | | | | | | | | | | | | | 1(E) | |
| | | | | | | | | | | | | | | | | | | 1(9) | |
| | To UK (For Inact) | | | | | | | | | | d2(U) | d2(U) | d2(U) | | | | 6 | | |
| 89. | Chem Co, Air Opns | 3-457 | 134 | 30 | | | | | | | | | | | | | | 2(E) | |
| | To POA | | | | | 1(E) | 1(E) | 2(E) | 3(E) | 3(E) | 1(E) | 2(E) | 2(E) | | | | 15 | | |
| | To CBI | | | | | 1(1) | 1(9) | | | | | | | | | | 2 | | |
| | To SWP | | | | | 1(E) | 2(9) | | 3(9) | 3(9) | | | | | | | 11 | | |
| | | | | | | 2(J) | | | | | | | | | | | | | |
| | From WTO | | | | 2(W) | | | | | | | | | | | | | 2(W) | |
| 90. | Chem Co, Depot Avn | 3-418 | 78 | 10 | | | | | | | | | | | | | | 2(9) | |
| | To POA | | | | | 1(9) | 1(9) | 1(S) | 1(S) | | | | | | | | 4 | | |
| | To SWP | | | | | | 1(S) | 1(S) | | 1(S) | | 1(S) | | | | | 4 | | |
| | From WTO | | | | 1(W) | | | | | | | | | | | | | 1(W) | |
| 91. | Hq & Hq Sq, Engr Comd | Allot | 237 | 1 | | | | | | | | | | | | | | | |
| | Inact in Thea | | | | | | | r1(E) | | | | | | | | | | | |
| 92. | Engr Regt, Avn (Less 3 Bns) | 5-412 | 260 | 5 | | | | | | | | | | | | | | | o Recommend activation of 2 additional units in 3rd month, including attached medical personnel, for CAF from Hq & Hq Co, Engineer Combat Gp, T/O G5-192 of Ground Forces, listed for inactivation in this theater. (NOTE: This is not indicated in the Ground Force Section of the Redeployment Forecast) |
| | To POA | | | | 1(E) | | 1(E) | | | | | | | | | | 2 | | |
| | To CBI | | | | 1(E) | | | | | | | | | | | | 1 | | |
| | To SWP | | | | | 1(E) | 1(E) | | | | | | | | | | 2 | | |
| 93. | Engr Bn, Airborne Avn | 5-455 | 509 | 3 | | | | | | | | | | | | | | | |
| | To POA | | | | | 1(E) | 1(E) | 1(E) | | | | | | | | | 3 | | |
| 94. | Engr Bn, Avn | 5-415 | 777 | 24 | | | | | | | | | | | | | | | o Recommend activation of 3 additional units in 3rd month from Ground Force Engineer Combat Battalions, for assignment to the CAF in addition to the 3 from Mediterranean. Above Ground Force units to be taken from those listed for inactivation in this theater. See Item 95. (NOTE: This action is not indicated in the Ground Force Section of the Redeployment Forecast) |
| | To POA | | | | 3(E) | 3(E) | 3(E) | 3(E) | | | | | | | | | 12 | | |
| | To SWP | | | | 2(E) | 2(E) | 2(E) | 3(E) | 3(E) | | | | | | | | 12 | | |
| | From WTO | | | | 3(W) | | | | | | | | | | | | | 3(W) | |
| 95. | Engr Bn, Camouflage, Avn | 5-465 | 575 | 1 | | | | | | | | | | | | | | | Recommend inactivation in 1st month in this theater; the personnel to be used in camouflage platoons of Hq & Hq Cos, Engr Avn Regt and of Engr AF Hq Cos, the grades and ratings to be used in activation of Labor Supervisory Org (Item 136) and the new Engr AF Hq Co (Item 93). |
| | To SWP | | | | | | 1(E) | | | | | | | | | | 1 | | |

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REDEPLOYMENT SCHEDULE

EUROPEAN THEATER OF OPERATIONS - AIR SECTION

SCHEDULE OF SHIPMENT - BY MONTH



| ITEM | TYPE UNIT | T/O&E | STR | T/B | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | T | C | REMARKS & RECOMMENDATIONS |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 96. | Engr Bn, Topo Avn | 5-400 | 561 | 1 | | | | | | | | | | | | | | 1(S) | Strength should be 561 instead of 578 as indicated in WD Redeployment Forecast. |
| 97. | Engr Co, Maint, Avn | 5-157 | 191 | 6 | | | | | | | | | | | | | | | Three units now with IX Engr Comd. |
| | To POA | | | | 1(E) | 1(E) | 1(E) | 1(E) | | | | | | | | | | | Recommend a total of 7 Ground Force units be |
| | To SWP | | | | 1(E) | | 1(E) | | | | | | | | | | 4 | | redesignated as Air Force units and that the |
| | Redesig AGF units as AAF units | | | | 6 | | | | | | | | | | | | 2 | | additional unit be assigned the OAF to service engineer equipment of the OAF. |
| | | | | | | | | | | | | | | | | | | | The redesignation of these units is not shown |
| | | | | | | | | | | | | | | | | | | | in the Ground Force Section of the Redeployment Forecast. |
| 98. | Engr Co, AF Hq | 5-200-2 | 148 | 1 | | | | | | | | | | | | | | | Recommend deferment of unit to POA to 3rd |
| | To POA | | 184 | 1 | | 1(E) | | | | | | | | | | | | | month. |
| | To SWP (Reorg in Thea) | | 184 | | | | 1(U) | | | | | | | | | | 1 | | |
| | Act in Thea | | | | | | | | | | | | | | | | 1 | | |
| | | | | | | | | | | | | | | | | | | 1(E) | |
| 99. | Engr Co, Depot, Avn | 5-47 | 209 | 1 | | | | | | | | | | | | | | 1(E) | |
| 100. | Engr Det, Sv FF Avn | 5-500 | | | | | | | | | | | | | | | | | |
| | Inact in Thea (During Ops) | | 29 | 1 | 1(1) | | | | | | | | | | | | | | Activated as Engineer Fire Fighting Platoon, |
| | | | 21 | 96 | 59(8) | | | | | | | | | | | | | | Aviation. |
| | | | | | 25(9) | | | | | | | | | | | | | | |
| | | | | | 2(1) | | | | | | | | | | | | | | |
| | | | | | 9(T) | | | | | | | | | | | | | | |
| | | | | | 1(S) | | | | | | | | | | | | | | |
| | Inact in Thea (During Redeployment) | | 21 | 26 | 5(8) | | | | | | | | | | | | | | |
| | | | | | 5(9) | | | | | | | | | | | | | | |
| | | | | | 3(1) | | | | | | | | | | | | | | |
| | | | | | 6(T) | | | | | | | | | | | | | | |
| | | | | | 7(S) | | | | | | | | | | | | | | |
| | To OAF | | 21 | | | | | | | | | | | | | | | 8(9) | |
| 101. | Finance Section, ADO, Avn | 1-412 | 17 | 18 | | | | | | | | | | | | | | | |
| | Act in Thea | | 17 | | 6(9) | | | | | | | | | | | | | | |
| | Inact (During Ops) | | | | 18(8) | | | | | | | | | | | | | 6(9) | |
| 102. | Finance At Large(Inact in Thea) | 1-412 | 102 | 1 | 71(9) | | | | | | | | | | | | | | |
| | Inact in Thea | | 34 | 1 | 1(S) | | | | | | | | | | | | | | |
| 103. | Medical Sq, Air Evac | 8-447 | 87 | 7 | | | | | | | | | | | | | | 1(T) | Actually 10 in theater, 3 earmarked for |
| | To POA | | | | | 1(T) | 2(T) | | 2(T) | | | | | | | | 5 | | transfer to ATC. |
| | To SWP | | | | | 1(T) | | | | | | | | | | | 1 | | |
| 104. | Medical Platoon, Sup Avn | 8-497 | 21 | 18 | | | | | | | | | | | | | | | * |
| | To POA | | | | | 1(9) | 1(9) | 1(9) | 1(8) | 1(1) | 1(9) | 1(8) | | | | | | | Recommend postponement of activation to 5th |
| | To SWP | | | | | 2(T) | 2(E) | 1(8) | 1(8) | | | | | | | | 7 | | month. |
| | To TE | | | | | 1(9) | | 1(9) | | | | | | | | | 6 | | |
| | To OAF | | | | | | | | | | | | | | | | 2 | | |
| | | | | | | | | | | | | | | | | | | 3(9) | |
| | Act in Thea | | | | 2(9) | | | | | | | | | | | | | 2(8) | |
| | From MTO | | | | | | | | | 2(M) | | | | | | | | 2(M) | |
| 105. | Med Section, Vet Avn | 8-487 | 3 | 18 | | | | | | | | | | | | | | | |
| | To POA | | | | | 2(8) | 2(8) | 2(8) | 1(9) | | | | | | | | | | |
| | To SWP | | | | | 2(9) | 1(9) | | | | | | | | | | 7 | | |
| | To OAF | | | | | | | | | | | | | | | | 3 | | |
| | | | | | | | | | | | | | | | | | | 1(8) | |
| | Inact in Thea | | | | | | | | | | | | | | | | | 3(9) | |
| | | | | | | | | | | | | | | 2(8) | | | | | |
| | | | | | | | | | | | | | | 2(9) | | | | | |
| 106. | Medical Disp, Avn (SS) | 8-44088 | 16 | 81 | | | | | | | | | | | | | | | |
| | To TE | | | | | | | | | 1(1) | | | | | | | | | 35 required for activations in Item 107. |
| | To OAF | | | | | | | | | | | | | | | | 1 | | Recommend deletion of 17 to TE (8 in 6th and |
| | Inact in Thea (During Ops) | | | | 41(8) | | | | | | | | | | | | | 2(9) | 9 in 9th month), required by WD Redeployment |
| | | | | | | | | | | | | | | | | | | 1(T) | Forecast. |
| | Reorg in Thea (To Med Disp Avn) | | | | | | | | | | | | | | | | | 1(U) | |
| | | 8-450 | 28 | | 15(9) | | | | | | | | | | | | | | |
| | | | | | 15(S) | | | | | | | | | | | | | | |
| | | | | | 5(E) | | | | | | | | | | | | | | |

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REDEPLOYMENT SCHEDULE — EUROPEAN THEATER OF OPERATIONS - AIR SECTION — PAGE 10

SCHEDULE OF SHIPMENT - BY MONTH

| ITEM | TYPE UNIT | T/O & E | STR | T/B | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | T | C | REMARKS & RECOMMENDATIONS |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 107. | Medical Disp, Avn | 8-450 | 28 | 3 | | | | | | | | | | | | | | | |
| | To POA | | | | | | 1(S) | | 2(S) | 1(S) | | | | | | | 6 | | |
| | | | | | | | 1(S) | | | 1(S) | | | | | | | | | |
| | To SWP | | | | | | 2(S) | | 2(S) | | 2(S) | | | | | | 6 | | |
| | To OAF | | | | | | | | | | | | | | | | | 5(S) | |
| | | | | | | | | | | | | | | | | | | 4(S) | |
| | Reorg in Thea (From Med Disp Avn RS) | | | | 9(S) | | | | | | | | | | | | | | |
| | | | | | 9(S) | | | | | | | | | | | | | | |
| | | | | | 2(E) | | | | | | | | | | | | | | |
| | Inact in Thea (During Ops) | | | | 2(S) | | | | | | | | | | | | | | |
| 108. | Medical Central Estab | Allot | 21 | 1 | | | | | | | | | | | | | | | |
| | Inact in Thea | | | | 1(S) | | | | | | | | | | | | | | |
| | Reorg in Thea | | 35 | | | | | | | | | | | | | | | 1(S) | |
| 109. | Medical Det, Vet Avn | 8-487 | 4 | 2 | | | | | | | | | | | | | | 1(S) | Only 2 in theater instead of 3 as indicated in WD Forecast. |
| | To POA | | | | | 1(S) | | | | | | | | | | | 1 | | |
| | To SWP | | | | | 1(S) | | | | | | | | | | | 1 | | |
| | Act in Thea | | | | 1(S) | | | | | | | | | | | | | | |
| 110. | Military Police Co, Avn | 19-217 | 101 | #6 | | | | | | | | | | | | | | 3(S) | [a]Recommend that 3 of the 7 remaining units |
| | | | | | | | | | | | | | | | | | | 9(S) | shown in this schedule to be inactivated by |
| | To POA | | 101 | | | 1(S) | 1(S) | 1(S) | 1(1) | 1(S) | 1(S) | 1(S) | | | | | 7 | | Ninth Air Force be retained in OAF in addi- |
| | To SWP | | 101 | | | 2(T) | 1(T) | 1(1) | 1(S) | | | | | | | | 6 | | tion to the 12 already allocated; 1 for |
| | | | | | | | 1(1) | | | | | | | | | | | | Composite Command and 2 for Base Air Depot |
| | To ZE | | 101 | | | 1(S) | | 1(S) | 2(S) | 1(1) | 1(S) | | 1(T) | | | | 7 | | Area functions. |
| | Inact in Thea (During Redep) | | 101 | | 7(S) | | | | | | | | | | | | | | |
| | | | 345 | 1 | 1(S) | | | | | | | | | | | | | | |
| | | | 250 | 1 | 1(S) | | | | | | | | | | | | | | |
| | | | 309 | 1 | 1(S) | | | | | | | | | | | | | | |
| | | | 214 | 1 | 1(S) | | | | | | | | | | | | | | |
| | | | 176 | 1 | 1(S) | | | | | | | | | | | | | | |
| | | | 348 | 1 | 1(S) | | | | | | | | | | | | | | |
| | | | 120 | 1 | 1(S) | | | | | | | | | | | | | | |
| | Inact in Thea (During Ops) | | 101 | | 30(S) | | | | | | | | | | | | | | |
| | | | | | 10(S) | | | | | | | | | | | | | | |
| | | | | | 6(T) | | | | | | | | | | | | | | |
| | | | | | 1(S) | | | | | | | | | | | | | | |
| 111. | Ord Bn, Hq & Hq Det | 9-15 | 54 | 4 | | | | | | | | | | | | | | | T/O should read 9-15 (Col 2 / 5) Str 54 in- |
| | To ZE (For Inact) | (Col 2 / 5) | | | | | | | | | [d]2(S) | | [d]2(S) | | | | 4 | | stead of 9-15 Str 33 as indicated in WD |
| | | | | | | | | | | | | | | | | | | | Redeployment Forecast. |
| 112. | Ord Co, Amm Avn | 9-17 | 179 | 18 | | | | | | | | | | | | | | 1(S) | |
| | | | | | | | | | | | | | | | | | | 1(S) | |
| | To POA | | | | 1(S) | 2(S) | 1(S) | 2(S) | 1(S) | 1(S) | 1(S) | | | | | | 11 | | |
| | | | | | 1(S) | | 1(S) | | | | | | | | | | | | |
| | To SWP | | | | 1(S) | 1(S) | 1(S) | 1(S) | 1(1) | | | | | | | | 5 | | |
| | From MTO | | | | 1(M) | | | | | | | | | | | | | 1(M) | |
| 113. | Ord Co, Depot Avn | 9-57 | 180 | 7 | | | | | | | | | | | | | | 1(S) | 1 additional unit is in process of activation |
| | To POA | | | | 1(S) | | 1(S) | 1(S) | | | | | | | | | 3 | | for (T) |
| | To SWP | | | | | | 1(S) | | | 1(S) | | 1(S) | | | | | 3 | | |
| | From MTO | | | | 2(M) | | | | | | | | | | | | | 2(M) | |
| 114. | Ord Co, Maint AF | 9-257 | 215 | 7 | | | | | | | | | | | | | | 1(S) | [c]Recommend activation of 1 additional unit in |
| | To POA | | | | 1(S) | 1(S) | 1(S) | 1(S) | 1(S) | | | | | | | | 5 | | 7th month by (S) for assignment to OAF for |
| | To SWP | | | | | | 1(S) | | | | | | | | | | 1 | | Base Air Depot Area functions. |
| | From MTO | | | | 1(M) | | | | | | | | | | | | | 1(M) | |
| 115. | Ord Co, Supply & Maint, Avn | 9-417 | 78 | 100 | | | | | | | | | | | | | | | Includes 2 enroute. |
| | Inact in Thea (During Ops) | | | | 59(S) | | | | | | | | | | | | | | |
| | | | | | 27(S) | | | | | | | | | | | | | | |
| | | | | | 1(1) | | | | | | | | | | | | | | |
| | Inact in Thea (During Redep) | | | | 2(S) | | | | | | | | | | | | | | |
| | | | | | 9(1) | | | | | | | | | | | | | | |
| | | | | | 2(S) | | | | | | | | | | | | | | |
| 116. | Ord Platoon, M Auto M, Avn | 9-427 | 48 | 25 | | | | | | | | | | | | | | 1(S) | Due to schedule of redeployment of GM Truck |
| | | | | | | | | | | | | | | | | | | 3(S) | Cos and requirement for maintenance facilities |
| | | | | | | | | | | | | | | | | | | 3(T) | in the theater until GM Truck Cos are rede- |
| | To POA | | | | | | 2(S) | 3(S) | 1(S) | 2(S) | | | | | | | | | ployed, recommend that the 1F units indicated |
| | | | | | | | | | 1(S) | | | | | | | | 9 | | for redeployment to other combat theaters be |
| | To CBI | | | | | | 2(S) | | | | | | | | | | 2 | | scheduled to depart this theater as follows: |
| | To SWP | | | | | 3(T) | 3(S) | 1(1) | | | | | | | | | 7 | | |

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REDEPLOYMENT SCHEDULE — EUROPEAN THEATER OF OPERATIONS - AIR SECTION — PAGE 11

SCHEDULE OF SHIPMENT - BY MONTH

| ITEM | TYPE UNIT | T/O & E | STR | T/B | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | T | C | REMARKS & RECOMMENDATIONS |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 116. | Ord Platoon, M Auto M, Avn (Cont'd) | | | | | | | | | | | | | | | | | | 1 2 3 4 5 6 7 8 9<br>1(T) 1(T) 1(T) 1(9) 2(S) 1(1) 1(P) 3(S) 7(9) |
| 117. | QM Gp, Hq & Hq Det, Avn<br>To US (For Inact) | 10-22 | 31 | 3 | | | | | | | $d_1$(9) | $d_1$(9) | $d_1$(S) | | | | 3 | | |
| 118. | QM Bn, Mob, Hq & Hq Det, Avn<br>To US (For Inact) | 10-56 | 27 | 19 | | | | | | | $d_2$(9)<br>$d_3$(S)<br>$d_2$(S) | $d_3$(S)<br>$d_3$(9) | $d_4$(S)<br>$d_1$(S)<br>$d_1$(9) | | | | 19 | | [C]Recommend 3 (9) from 8th month be assigned to OAF. |
| 119. | QM Co, Service Gp, Avn<br>Inact in Thea (During Ops)<br>Inact in Thea (During Redep) | 10-437 | 81 | 47 | 13(E)<br>14(4)<br>4(1)<br>7(T)<br>$F_3$(E)<br>$F_4$(9)<br>$F_1$(1)<br>$F_1$(S) | | | | | | | | | | | | | | 46 on hand; 2 enroute from MTO. |
| 120. | QM Truck Co, Avn<br>To POA<br>To SWP<br>To US<br>To US (For Inact)<br>Inact in Thea (During Ops)<br>Inact in Thea (During Redep)<br>From MTO | 10-517 | 102 | 139 | 14(4)<br>6(1)<br>7(T)<br>1(S)<br>$F_{17}$(E)<br>$F_5$(9)<br>7(S) | 1(S) 1(4)<br>2(T) 4(S)<br>2(S)<br>2(4) | 1(S) 1(4) | 1(T) 2(1)<br>1(9)<br>2(S) 2(9)<br>2(1) 4(S) | | 2(4)<br>2(9) | 2(9) 1(S)<br>2(S)<br>$d_4$(S) $d_7$(S)<br>$d_3$(4) | 1(9)<br>2(4)<br>$d_5$(S)<br>$d_4$(9) | | | | | 10(9)<br>9(S)<br>14<br>12<br>14<br>23<br>7(M) | [C]Includes 2 enroute.<br>[C]Total of only 25 units instead of 26 required for OAF. One unit from (S) available for redeployment elsewhere (this unit is shown in C). |
| 121. | QM Platoon, AD Gp<br>To POA<br>To SWP<br>Act in Thea<br>From MTO | 10-427 | 24 | 13 | 7(9)<br>3(T) | 1(9) 1(9)<br>2(T) 2(T) | 1(9) 1(9) | 1(9) 1(9)<br>1(1) 1(T) | 1(9) 1(9) | 1(9)<br>1(M) | 1(9) 1(9) | | | | | | 9(9)<br>1(1)<br>7<br>6<br>1(M) | [C]Recommend reduction of activations from 10 indicated herein to 9 and assignment of the surplus unit from (1) to OAF for Base Air Depot Area functions. Strength should be 24 instead of 25 as indicated in WD Redeployment Forecast. | One additional unit is in process of activation for (T); one more is enroute from MTO for (1). These are not included in Troop Basis indicated. |
| 122. | Sig Bn, Air Force<br>To US (For Inact) | 11-475S | 490 | 1 | | | | | | | $d_1$(E) | | | | | | 1 | | [C]Recommend that additional unit be activated in 3rd month from Sig Bn TAC (Item 125) and assigned to OAF in place of Sig Co AF (Item 126) and Sig Service Co Avn (Item 129). |
| 123. | Sig Bn, Hv Const, Avn<br>To POA | 11-65 | 437 | 7 | 2(9) 1(1) 2(9) | | | | | | | | | | | | 1(1)<br>1(9)<br>5 | | 2 units enroute from MTO for assignment 1(9) and 1 (1). |
| 124. | Sig Bn, Service, Avn<br>To POA | 11-500 | 540 | 1 | | | | 1(9) | | | | | | | | | 1 | | |
| 125. | Sig Bn, Tact Air Cmd (Sep)<br>To POA<br>To TE | 11-335 | 731<br>690 | 2<br>1 | | | 1(9) | | | 1(9) | | 1(1) | | | | | 2<br>1 | | [C]Recommend that unit scheduled to TE in 8th month be assigned OAF in 2nd month for reorganization into Sig Bn AF (11-475S), Str 490. |
| 126. | Sig Co, Air Force<br>Recrg in Thea | 11-267S<br>11-267 | 190<br>209 | 1 | | | | | | | | | | | | | 1(S) | | [C]See remark in Item 125. This unit is required by Hq USSTAF until 11th month. This unit is not required by OAF. |
| 127. | Sig Co, Avn (less RI Plat) | 11-217S | 141 | 10 | | | | | | | | | | | | | 3(P)<br>7(9) | | |

(Cont'd. on p. 12)



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# TOP SECRET

REDEPLOYMENT SCHEDULE

## EUROPEAN THEATER OF OPERATIONS - AIR SECTION



SCHEDULE OF SHIPMENT - BY MONTH

| ITEM | TYPE UNIT | T/O&E | STR | T/B | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | T | C | REMARKS & RECOMMENDATIONS |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 127. | Sig Co, Avn (Less RI Plat) (Cont'd) | | | | | | | | | | | | | | | | | | |
| | To POA | | | | | | 1(E) | 1(9) | 1(9) | 1(E) | | | | | | | 4 | | |
| | To SWP | | | | | | 1(T) | | | | | | | | | | 1 | | |
| | To US | | | | | 1(S) | | | | | | | | | | | 1 | | |
| 128 | Sig Co, Depot Avn | 11-287 | 189 | 20 | | | | | | | | | | | | | | 4(9) | *Same unit. |
| | | | | | | | | | | | | | | | | | | 2(P) | Resources of theater will permit activation of |
| | To POA | | | | | 1(9) | 1(9) | 1(8) | 1(8) | 1(9) | 1(1) | 1(9) | | | | | 7 | | only 1 of 4 units indicated in WD Forecast. |
| | To SWP | | | | | 2(T) | 2(E) | 1(9) | 1(9) | | | | | | | | 6 | | ° Recommend that activation of 1 unit (S) be |
| | To UE | | | | | | *1(S) | | | 1(S) | | | | | | | 2 | | postponed to the 5th month and that it be as- |
| | Act in thea | | | | *1(S) | | | | | | | | | | | | | | signed to the OAF in addition to the units |
| | From MTO | | | | | | | | | 1(M) | | | | | | | | 1(M) | shown in column C. |
| 129 | Sig Co Serv Avn | 11-500 | 228 | 1 | | | | | | | | | | | | | | 1(S) | Unit presently assigned to ATSCE on DS to |
| | | | | | | | | | | | | | | | | | | | 1st TAF not required by OAF; is available for |
| | | | | | | | | | | | | | | | | | | | redeployment elsewhere. |
| 130 | Sig Co Serv Gp | 11-237 | 100 | 40 | | | | | | | | | | | | | | | |
| | Inact in thea (During Ops) | | | | P(P) | | | | | | | | | | | | | | Includes 1 enroute. |
| | | | | | 14(O) | | | | | | | | | | | | | | |
| | | | | | 4(T) | | | | | | | | | | | | | | |
| | | | | | 7(T) | | | | | | | | | | | | | | |
| | Inact in thea (During Redp) | | | | 6(P) | | | | | | | | | | | | | | |
| | | | | | 1(9) | | | | | | | | | | | | | | |
| 131 | Sig Co TC Wing | 11-257 | 134 | 3 | | | | | | | | | | | | | | | |
| | To POA | | | | | | | | 1(T) | | | | | | | | 1 | | |
| | To SWP | | | | | 1(T) | | 1(T) | | | | | | | | | 2 | | |
| | From MTO | | | | 1(M) | | | | | | | | | | | | | 1(M) | |
| 132 | Sig Co Wing | 11-247 | 89 | 15 | | | | | | | | | | | | | | 1(9) | |
| | To POA | | | | | 1(E) | 1(9) | 1(9) | | 2(9) | | 1(9) | | | | | 6 | | |
| | To SWP | | | | | 2(1) | 1(E) | 1(E) | 1(E) | | | | | | | | 5 | | |
| | To UE | | | | | | 1(1) | | 1(9) | 1(E) | | | | | | | 3 | | |
| | From MTO | | | | 4(M) | | | | | | | | | | | | | 4(M) | |
| 133 | Sig Bn AW | 11-400 | | *7 | | | | | | | | | | | | | | | *1 additional unit is enroute from MTO for |
| | To UE | | 1124 | | | | | | | | | | | 1(1) | | | 1 | | assignment to (1). |
| | To UE (for inact) | | 909 | | | | | | | | d1(9) | | | | | | 1 | | |
| | | | 798 | | | | | | | | | e2(9) | | | | | 2 | | |
| | | | 902 | | | | | | | | | | f1(9) | | | | 1 | | |
| | Reorg in thea | | 1010 | | | | | | | | | | | | | | | 1(9) | |
| | | | | | | | | | | | | | | | | | | 1(1) | |
| 134 | Sig Co AW | 11-400 | 159 | 1 | | | | | | | | | | | | | | | |
| | To UE (for inact | | | | | | | | | | | | | f1(9) | | | 1 | | |
| 135 | Sig Radar Main Teams, Avn | 11-357 | | | | | | | | | | | | | | | | | ° Recommend that 8 teams, column B, total |
| | | Col. B | 54 | | | | | | | | | | | | | | | | strength 44 and 5 teams, column F, total |
| | | " F | 46 | | | | | | | | | | | | | | | | strength 230, be assigned to OAF for Ninth |
| | | | | | | | | | | | | | | | | | | | Air Force Service Command. 34 units, column |
| | | | | | | | | | | | | | | | | | | | B and 20 units column F presently assigned to |
| | | | | | | | | | | | | | | | | | | | Hq, ATSCE (item 36). |
| 136 | Labor Supervision Organ | 20-20 T | | 0 | | | | | | | | | | | | | | | ° Recommend activation of Labor Supervision |
| | | Col. D | 16 | | | | | | | | | | | | | | | | Organizations for assignment to OAF from |
| | | " C | 13 | | | | | | | | | | | | | | | | Ground Force sources as follows: |
| | | " B | 9 | | | | | | | | | | | | | | | | |

| STREN PER UNIT | | NO. OF | | |
|---|---|---|---|---|
| OFF. | EM | UNITS | COLUMN | TYPE OF UNIT |
| 8 | 9 | 1 | D | Area Headquarters* |
| 4 | 9 | 3 | C | Center " |
| 2 | 7 | 30 | B | Company " |

Note: This action is not indicated in Ground Force Section of WD Redeployment Forecast.

° Note: The net result of all recommendations indicated above for deletions and increases for the OAF, amounts to an increase of approximately 3655 individuals over the total strength for the OAF as indicated in the WD Redeployment Forecast. This increase is due primarily to additional Engineer requirements and need for radar maintenance personnel.

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HEADQUARTERS
UNITED STATES STRATEGIC AIR FORCES IN EUROPE
Office of the Commanding General

APO 633, US Army,
18 June 1945.

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HEADQUARTERS
UNITED STATES STRATEGIC AIR FORCES IN EUROPE
Office of the Commanding General

APO 633, U. S. Army
18 June 1945.

SUBJECT: USSTAF Redeployment and Readjustment Plan

TO : Commanding General, Eighth Air Force, APO 634, U. S. Army
Commanding General, Ninth Air Force, APO 696, U. S. Army
Commanding General, IX Troop Carrier Command, APO 132, U. S. Army
Commanding General, Air Technical Service Command in Europe

1. The inclosed USSTAF Redeployment and Readjustment Plan is now in effect and supersedes Tentative USSTAF Redeployment and Readjustment Plan, 12 May 1945.

2. Major subordinate commanders will implement the responsibilities charged to them under this Plan.

3. This Plan contains many changes and departures from the Tentative USSTAF Redeployment and Readjustment Plan, 12 May 1945. Major subordinate commanders will insure that appropriate changes are made in their detailed plans for redeployment and readjustment.

By command of General SPAATZ:

J. K. EDSON,
Colonel, AGD,
Adjutant General.

1 Incl:
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USSTAF Redeployment and Readjustment Plan

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HEADQUARTERS
UNITED STATES STRATEGIC AIR FORCES IN EUROPE
Office of the Commanding General

APO 633, U. S. Army
15 June 1945.

# USSTAF REDEPLOYMENT AND READJUSTMENT PLAN

## SECTION I

## General

1. Purpose

The purpose of this plan is to accomplish the further development of coordinated and comprehensive Redeployment and Readjustment Plans of the Air Forces and major Army Air Force commands in the European Theater of Operations in conformity with existing directives and announced policies of:

The War Department
European Theater of Operations, U. S. Army
Headquarters, Army Air Forces
This Headquarters

and to provide subordinate commands with sufficient information to permit them to develop their detailed plans and to issue their necessary instructions for implementation of the Redeployment Plan. Additional necessary detailed instructions will be issued at appropriate times by this headquarters.

2. References

See bibliography attached as Appendix "A"

3. Definitions as Used in this Publication

a. Adjusted Service Rating Scores:- A numerical rating based on a correlation of length of service, overseas service, combat service, and parenthood.

b. AAF Procured and Controlled Items are those items of Air Corps technical equipment and Army Service Force equipment which are procured for the exclusive use of the Army Air Forces and are stored and issued by the Army Air Forces.

c. Air Assembly Area is an area under command of the Commanding General US Strategic Air Forces in Europe into which units destined for move-



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ment by air to another theater or to the United States move from unit stations for final check prior to movement to the port of aerial embarkation.

d. Assembly Area:- The installation into which units normally will move from unit stations to be processed preparatory to movement to staging area. This installation has been organized as the "Assembly Area Command" and is under the direct command of the Commanding General, Communications Zone.

e. Authorized Allowances of Equipment:- The equipment specified by the applicable T/E, T/O, & E, or SLoE, as modified by War Department movement directives.

f. Availability Date:- The date by which personnel and impedimenta of a unit will be prepared for movement to the assembly area (where such movement is directed in movement orders.)

g. Candidate Personnel:- (1) Enlisted personnel with adjusted service rating scores equal to or above the critical score and who have not volunteered for further service.

(2) Officers eligible for consideration as excess to the requirements of this theater in accordance with procedures to be announced at a later date.

h. Categories:- Category I - Those units to be retained as occupational troops.

Category II - Those units to be transferred to an active theater, either directly, or indirectly through the United States, or transferred to the United States to be placed in strategic reserve.

Category III - Those units to be converted or reorganized (to include necessary activations and inactivations) and, upon completion thereof, to fall under Category I or II.

Category IV - Those units to be demobilized.

i. Combat Serviceable Equipment: - Clothing and equipment which possesses such serviceability as to justify issue to



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and retention by troops being moved to another overseas destination. Determination of combat serviceability of clothing and equipment in the physical possession of troops is a function of command. Responsibility for determining combat serviceability of other clothing and equipment rests with the Supply Services concerned, or Air Technical Service Command in Europe, where appropriate.

j. Critical Score:- The minimum adjusted service rating score determined by the War Department at and above which personnel will be considered for separation under the provisions of MR 1-1,

k. Essentials:- Personnel to be retained in service: Officers and enlisted personnel who do not meet the standards for separation stated in paragraph 11 and 12, MR 1-1, or who do not meet any other separation standard.

l. Impedimenta:- A general term covering all baggage, equipment, and supplies which pertain to a particular unit and which either have been shipped by it or have come under its control for further shipment.

m. Major Subordinate Commands:- For the purpose of this publication will be considered as the following: Eighth Air Force, Ninth Air Force, IX Troop Carrier Command, Air Technical Service Command in Europe.

n. Minimum Essential Equipment (MEE):- That part of authorized allowances of equipment needed to preserve the integrity of a unit during movement without regard to the performance of its combat or service mission. This equipment will normally be carried by or accompany troops to the port area and aboard the same ship with troops. Par. 31-c and par. 125-c, ETO-MOP No. 61- ETO-POM-RED prescribe the MEE to accompany units to overseas destination and for those units returning to the United States. As used in War Department movement directives (WD M/D), minimum essential equipment refers to four general classes of equipment as follows:







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(1) Clothing and individual equipment is that authorized in T/E 21 with modifications shown in the MD M/D and includes officers' trunk lockers, hand baggage and bedding rolls.

(2) Organizational equipment normally issued to individuals.

(3) Bivouac equipment includes the necessary equipment for establishing an emergency bivouac.

(4) Administrative equipment includes the minimum equipment and records required for carrying on the routine administrative affairs of the unit. For details see par. 125-c(2) and Appendix X, ETO-SOP No. 61, ETO-POM-RMD.

o. Non-Essentials:- Personnel to be separated from the service: Officers and enlisted personnel who meet the separation standards stated in pars. 11 and 12, AR 1-1, or who by operation of other regulations are to be separated from service. Except for personnel to be discharged in this theater (see par. 26 AR 1-1), non-essentiality will be determined after arrival at a reception station or hospital in the United States in accordance with AR 1-1. Procedure for overseas discharge is set forth in Headquarters, ETOUSA Mod. Cir. 1-6, 29 May 1945.

p. Personnel Readjustment:- Will include such procedures as effect the sorting and transfer, as required, of officers and enlisted personnel into units or groups of the Category (I, II and IV) for which the individual is qualified by reason of:

(1) The individual's adjusted service rating score.

(2) The physical condition (physical profile, A, B, C, and D).

(3) Expressed desire for continued service (volunteer).

(4) Military necessity.

q. Readiness Date:- That date established in Overseas Movement Orders by which the personnel and impedimenta of the unit will be prepared for movement to the staging area. Where



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impedimenta is to precede personnel, a separate "Impedimenta Readiness Date" and "Personnel Readiness Date" will be announced. Therefore, if only one readiness date is announced in movement orders of a unit, it is the personnel and impedimenta readiness date.

r. Redeployment:- Transfer of a unit deployed in an overseas theater to another theater for the purpose of further deployment. Redeployment may be either:

(1) Direct - From an oversea theater to another; or

(2) Indirect - Through the United States (including transfer thereto, to be part of the War Department Strategic Reserve).

s. Shortages and Shortage Lists

(1) Shortages are those items of clothing, T/E equipment and supplies required to complete the authorized allowances of these items as indicated in movement orders. Procedure for filling shortages of equipment is prescribed in par. 32, ETO-SOP No. 61- ETO-POM-MTD.

(2) Theater Shortage Lists are the reports submitted by Head quarters, ETO (A/CS, G-4) to Commanding General, Army Service Forces, Washington, 25, D. C. and the Commanding General, Air Technical Service Command, Wright Field, Ohio, (for AAF Procured and controlled items) which specify shortages of equipment of designated units being directly deployed which cannot be obtained in this theater. (See par. 65-b, ETO-SOP No. 61-ETO-POM-MTD.

t. Staging Area:- An installation in the vicinity of a port where troops are assembled for final processing prior to embarkation.

u. Theater Movement Orders

(1) Domestic Movement Orders are orders issued by Headquarters, European Theater of Operations, for movement of units from unit stations to the Assembly Area (issued only when movement is necessary prior to issuance of Overseas Movement Orders).







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(2) Overseas Movement Orders are orders issued by Headquarters, European Theater of Operations, for movement of units to other theaters or return to the United States.

v. Unit Station:- The station at which a unit is physically located at the time it receives orders for movement to the Assembly Area or directly to a Staging Area.

w. Volunteers:- Enlisted personnel with adjusted service rating scores equal to or above the critical score who waive separation under readjustment regulations until after defeat of Japan.

4. Assumptions

a. The day designated by the War Department for the Commencement of full redeployment and readjustment, R Day, is 12 May 1945 (announced).

b. That rotation of individuals to the United States on temporary duty for rest, recuperation and rehabilitation ceased as of R Day.

c. Candidates

(1) That readjustment is secondary to redeployment; hence it is likely that, during the early part of redeployment the requirements of military necessity with respect to individuals will negate the provisions of WR 1-1 insofar as the eligibility for "Candidate" status under this plan is concerned.

(2) That the movement of candidate personnel will be limited to that shipping which is available to this theater for that purpose.

d. It will be assumed that redeployment will continue for a period of nine (9) months after R Day.

5. Scope and Responsibilities

a. The Air Force redeployment program within this theater will involve all Air Force units and individuals assigned to this theater, to include the complete bulk allotment allocated by the War Department to the Air Forces in the European Theater of Operations. Upon completion of the program, all Air Force







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units and individuals now in this theater, with the exception of the U. S. Group Control Council (Germany), Air Transport Command activities, and certain depot installations will have been redeployed direct to other theaters, returned to the United States, or absorbed by the Occupation Air Force.

b. Responsibilities for all phases and functions of the redeployment program will strictly follow channels of command. Commanders of all echelons are charged with the responsibility of adequately preparing their units for redeployment in accordance with the provisions of this plan. All concerned are herewith directed to analyze the redeployment problems with which their activity is concerned, to develop their detailed plans insofar as possible for accomplishing the particular responsibilities with which charged.



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SECTION II

Redeployment and Readjustment of Personnel

6. General Redeployment

a. It is the War Department policy that redeployment will at all times take precedence over readjustment. Considerations as to military necessity will govern all decisions in respect to personnel readjustment.

b. It must be remembered by all concerned that the families and friends of individuals involved in the readjustment program of this Command will view critically the redeployment of personnel who, on the basis of available facts, appear eligible for return to the United States. Hence, it is important that the redeployment of candidates, particularly in the case of direct redeployment, be held to the absolute minimum dictated by military necessity. Candidates will not be redeployed with Category II units except by reason of the non-availability of suitable replacements of essentials. If failure to obtain replacements of essentials before the outmovement of Category II units is traceable to lack of reasonable diligence on the part of any person engaged in the process of readjustment, it will be regarded as a failure on the part of the Commanding General, USSTAF to properly discharge his responsibilities. Where such cases are determined to exist, and where responsibility for the failure clearly belongs to an individual or group of individuals, appropriate disciplinary action will be taken by the commander concerned.

c. The following policy will govern in the preparation of units of major subordinate commands for redeployment:

(1) Units to be redeployed from the European Theater of Operations direct to active theaters will be prepared in accordance with instructions contained in prevailing readjustment regulations as amended. These units will be so constituted as to consist of personnel who are fully qualified, in every respect, for further overseas duty in active theaters of operation. Personnel will be assigned by MOS in accordance with appropriate Table of Organization.





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Personnel not available to major subordinate commands will be requisitioned by grade and MOS from this headquarters.

(2) Units to be redeployed from the ETO to active theaters of operation through the United States or redeployed to the United States will be prepared on a basis as follows:

(a) First priority to normal MOS per unit.

(b) Second priority to normal spread of grades per unit.

(c) Third priority to the physical conditions of the individual assigned to the unit.

(3) Deficiencies and overages in units referred to in paragraph 6-c(2) above will be spread over all units of this group rather than accumulate them in units to be redeployed later. Personnel who are physically disqualified for further overseas duty but are physically qualified for duty within the Zone of Interior will remain with the units. Personnel physically disqualified for any further services will be withdrawn from the units and assigned to Category IV units. Overages and shortages by grade and MOS will be adjusted within the U.S. It is desired that personnel who have adjusted rating scores which will permit their assignment to units within continental U.S. be retained within these units insofar as practicable.

d. Japanese-American general and limited assignment personnel will be assigned to Category I and IV units in accordance with their Adjusted Service Rating scores. War Department authorizes their use as white reinforcements without restriction as to their assignment except that War Department policy precludes the assignment of this personnel to Category II units being redeployed to the Pacific Area.

7. General Readjustment

a. Personnel readjustment involves the shifting of candidate personnel from Category I, II and III units to Category IV units and the shifting of essential personnel from Category IV units to Category I, II, and III units.







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b. Responsibilities:- In compliance with S.O.P. No. 60, Headquarters, ETO, 15 May 1945, subject, "Readjustment of Personnel after Defeat of Germany", major subordinate commands will:

(1) Accomplish personnel readjustment for all enlisted personnel of units assigned to its command. Personnel of units attached to major subordinate commands but assigned to other commands of European Theater of Operations or major subordinate commands will be readjusted by the command to which assigned.

(2) Submit to this headquarters a report listing all personnel assigned or attached to its command with MOS's common to Ground and Service force units who are below the Air Force and Ground and Service Force critical scores and surplus to the requirements of its command. If necessary, such personnel will be used to staff units of other major subordinate commands and Category I and II Ground and Service Force units. Further detailed instructions regarding the submission of this report will be issued by this headquarters in the near future.

(3) Transfer to designated units and reinforcement depot such personnel listed in subparagraph (2) above, as directed by this headquarters.

(4) Ascertain that personnel transferred in accordance with subparagraph (3) above are paid in full to the end of the last calendar month and are accompanied by service records (WD AGO Form 24), qualification cards (WD AGO 20) and all allied papers, including medical records completed in the manner required by existing regulations (see paragraph 17, AR 1-1 and USSTAF Reg. 80-10).

(5) Instruct Category I, II or III units to shift personnel within the unit so that candidate personnel will be relieved of responsibility and engaged in training essential personnel as understudies for their jobs.

(6) Instruct Category IV units to shift personnel within the unit so that essential personnel will be relieved of responsibility and be engaged in training candidate personnel as understudies for their jobs. (See paragraph 7, AR 1-1).

(7) Effect maximum personnel readjustment between the various categories of units within the command so that the flow of



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personnel between major subordinate commands will be reduced to a minimum. Interchange of personnel between units within and between major subordinate commands will be accomplished to the greatest degree possible without recourse to or call upon reinforcement depots through this headquarters.

(8) In the event that a unit receives movement orders during the period of readjustment mentioned in subparagraph (7) above, give top priority to that unit for personnel readjustment.

c. Military necessity has priority over personnel readjustment. Candidate personnel will not be removed from a unit unless a replacement is available, or unless the loss of the candidate does not impair the ability of the unit to accomplish its primary mission. Personnel readjustment will be made commencing at the lowest echelon of command and throughout every echelon of command within each major subordinate command in accordance with the general procedure outlined in this plan to the greatest extent possible within the limitations of available essentials of the proper MOS's and physical qualifications. Shortages will be filled by overages in family groups to the greatest extent possible at every echelon of command. Shortages and overages by MOS and grade will be prorated equitably among units within each major subordinate command. When all possible readjustment has been accomplished by the major subordinate commands in accordance with instructions immediately above, readjustment between the major subordinate commands will be made by this headquarters. The initial steps of readjustment will be by the lowest echelon at the direction of the lowest commands, however, in some instances readjustment by the major subordinate command and by this headquarters will be concurrent.

d. Readjustment of WAC's:- The provisions governing the readjustment of WAC personnel are the same as those governing male officers and enlisted men except that a lower critical score has been established for enlisted WAC's and they may request separation from the service because of the separation from the armed services of their husbands. Upon proof of separation of the husband, which



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will be secured in the most practicable manner by the Commanding Officer of the Women's Army Corps, the enlisted person concerned will be declared surplus and the necessary action started promptly to separate her under the provisions of WD MR 1-1 as amended (see paragraph 12, change 1, MR 1-1, dated 4 May 1945, and for separation in this theater, see ETOUSA WDD Circ. 1-6, 29 May 1945).

8. Readjustment of Enlisted Personnel

a. General Principles.

(1) The methods described in this sub-section are applicable to all enlisted personnel assigned to a T/O unit or a non-T/O organization and installation.

(2) The shipment of reinforcements from the United States to this command was stopped as of R-Day and will be resumed at a later date by requisition. Hospitalized personnel will be returned to duty within this command in accordance with existing regulations. Category I, II and III units will submit requisitions for essentials when so instructed. Category IV units will continue to requisition reinforcements in the normal manner but such requisitions will be filled only by candidate personnel. Personnel readjustment will be in accordance with policy and procedure outlined in paragraph 7 above.

(3) Personnel readjustment during the redeployment by major subordinate commands will be accomplished at succeeding echelons of command to the greatest possible extent within each echelon command.

b. Volunteers:- In accordance with ETOUSA Red Circular 1-2, 14 May 1945.

c. Personnel Engaged in Previous Campaigns:- In effecting personnel readjustment, no combat soldier will be sent to the Pacific who is below the critical score and who has fought in both the European and North African theaters. Such personnel will be removed from Category II units and transferred to a Category I unit for duty with the Occupation Air Force.



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(1) For determining combat status under this policy, the North African theater will be construed to include the African continent, Sicily, Corsica, Sardinia and Italy.

(2) The term "combat soldier", as used herein, means enlisted men who were assigned or attached to any organic unit of a division, or to any of these units while such units were assigned or attached to a corps or division during actual combat: anti-aircraft artillery, armored, cavalry, chemical mortar battalions, engineer (combat, pontoon, treadway bridge, and mine clearing companies or battalions), field artillery, infantry, signal, and tank destroyer.

(3) A combat soldier, as so defined, will be held to have fought in both theaters if he has been awarded a battle participation star for a campaign in each theater.

(4) A combat soldier qualifying under this policy who has subsequently been transferred to a service type unit does not thereby forfeit his standing hereunder.

(5) A soldier who qualifies for assignment to a Category I unit under this policy may volunteer for assignment to a Category II unit.

d. For Category I units and Category II units proceeding directly to staging areas from unit stations without processing through the assembly area - The major subordinate command to which such units are assigned or attached will establish a Board of Review to consist of selected mature officers. This board will, prior to the final selection of personnel for Category I units and at the latest practicable date prior to departure of Category II units for the staging area, screen the case of each individual, excluding volunteers, whose score is equal to or above the critical score and who is retained in his unit by reason of military necessity, together with the designation of the unit to which they are assigned and the reason why they have been so retained. This report will be submitted immediately after the reviewing authority has completed







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action of any individual. For Category I units this headquarters will immediately requisition from the United States, through TOUSA, suitable replacements for the individuals retained.

e. For Category II units being redeployed through the assembly area - The Commanding General of the Assembly Area Command will be responsible for the establishment of a Board of Review and the final screening of each individual, excluding volunteers, whose score is equal to or above the critical score and who is retained in his unit by reason of military necessity.

9. Readjustment of Officer Personnel.

Policies and procedures to be followed in the readjustment of all ARA officers and officers in the theater assigned to the Army Air Forces, will be issued as an annex to this plan at a later date. (See RR 1-5, 30 April 1945, as amended, and ETO Red Cir 1-4, 24 May 1945.)



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SECTION III

Redeployment Training

10. Purpose

a. For Category II units, to recondition individuals and units assigned or attached to the Air Forces which are being redeployed to the Pacific theater of operations, directly or indirectly, and to the United States in preparation for the accomplishment of their primary mission, to wit: the war against Japan.

b. For Category IV units, to maintain military discipline and high moral in preparation for the return of the individuals to civilian life.

11. Responsibility

The major Air Force subordinate commands are responsible for the establishment of training programs for individuals and units under their jurisdiction and will prepare the necessary training directives for the guidance of their subordinate commands. Units being redeployed direct to an active theater will be given the maximum amount of training possible, in the time available, to accomplish their primary mission. All individuals and units being redeployed by way of the U. S. will be given the minimum training necessary to accomplish their primary mission plus such additional training as time will allow.

12. Scope

a. The minimum training standards for individuals and units will be those prescribed by Army Air Force Training Standards. If there are no Army Air Force Training Standards for specific individuals or units, those Army Air Force Training Standards for comparable individuals or units will be applicable. If, as in the case of some service units, it is not possible to obtain training standards from this source, then Army Service Force Training Standards for such units or comparable units will be applicable.

b. Insofar as Army Air Force and Army Service Force Training Standards prescribe minimum standards, it will be necessary to emphasize certain portions of redeployment training. Particular emphasis must be given to the following matters which are of vital importance in the Pacific Theaters:







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(1) Physical training and conditioning.

(2) Individual and unit discipline.

(3) Individual and unit maintenance and care of equipment.

(4) Individual and unit sanitation and hygiene.

(5) Unit mobility.

(6) Japanese War indoctrination.

(7) Theater indoctrination.

(8) Aircraft and naval recognition (enemy and friendly).

(9) Theater strategic and tactical doctrines.

c. The training of units will include all pertinent military, tactical and technical matters. Training of particular units will vary according to their organizational status. The training of units which retain their identity and integrity will consist largely of indoctrination for duty in the theater of destination. The training of reorganized or newly activated units will consist of unit training as well as theater indoctrination. The training programs will be devised to accomplish these objectives in the minimum time.

13. References.

The following, primary source material will be the basis for the redeployment training program:

a. Army Air Force Training Standards.

b. Army Air Force Regulations.

c. Army Service Force Training Standards.

d. War Department Training Circulars.

e. Field and Technical Manuals.

f. War Zone Familiarization Manuals.

g. Aircraft and Naval Recognition Manuals.





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## CHAPTER IV

## Procedure and Movement

14. Movement Procedures

Procedures governing movements are prescribed in detail in ETO-GOP No. 61, ETO-POM-WD.

15. An Assembly Area has been established as a separate communications zone installation to implement redeployment by providing accommodations and facilities to receive units and personnel designated for redeployment from the Continent and to process such units and to preserve their MTE equipment to insure readiness for outmovement. The Assembly Area is located in the general territory between a line formed by Sissone-Reims-Chalons sur Marne and the Aisne River.

16. An Air Force Advisory Group, operating in accordance with directives from the Commanding General, Communications Zone, will be organized under command of the Commanding General, Assembly Area Command. The senior officer in this group will be responsible to the Commanding General, Assembly Area Command, for shipment of all Army Air Forces troop units and individuals, except those normally commanded by a general officer as prescribed in movement orders.

a. The specific functions to be performed by the Air Force Advisory Group are to insure:

(1) Continuity of administration and compliance with current directives.

(2) Maintenance of security measures and enforcement of discipline.

(3) Maintenance of supply after completion of preservation.

(4) Continuance of such prescribed training as will not interfere with preparation for overseas movement.

(5) Adequate liaison with Commanding General, U. S. Strategic Air Forces in Europe on:



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(a) Disciplinary matters.

(b) Training standards.

(c) Replacement personnel.

(d) Reports.

17. Port Air Section, with personnel furnished by Headquarters, United States Strategic Air Forces in Europe will be stationed at appropriate water ports of embarkation in both the United Kingdom and Continent to administer Air Force personnel and equipment moving through these ports.

a. The primary mission of the Port Air Section will be that of advising the Commanding General, Port of Embarkation, on matters pertaining to the Army Air Force units and equipment.

b. The Port Air Section will be under the command of the Commanding General of the Port of Embarkation.

18. Outmovement From Continent

a. Water Movements

(1) Each major subordinate command redeploying troops by water from the Continent will establish facilities as required to complete the preparation of units and preservation of equipment in order that units can be dispatched to the Staging Area or Assembly Area in conformity with movement orders.

(2) a. Units being redeployed to the US or through the US to other theater, will normally turn-in all equipment, except MET, to depots or collecting points designated in movement orders. Unless full T/E equipment is prescribed for the movement, these units will be in the Assembly Area with MET only, supplemented in some cases by housekeeping vehicles and other items enunciated in the movement orders.

b. Units being redeployed direct to another theater which are not required by movement orders to proceed direct from unit stations to Staging Areas. Such units will be in the Assembly Area with full organizational equipment and will generally be service supporting and special types.



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(3) For shipments from the Continent, the following Ports of Embarkation have been designated:

a. LeHavre - For personnel and equipment being moved to the United States for further redeployment or inactivation, and outloading separate supply shipments.

b. Marseilles - For personnel and equipment going direct to an active theater, and outloading separate supply shipments.

c. Cherbourg - For outloading of separate supply shipments.

d. Antwerp - For outloading of separate supply shipments and outloading of personnel.

b. Air Movements

(1) An Air Assembly Area will be established by the Ninth Air Force through which flight and air echelons, surplus aircraft and combat crews will be dispatched in order to complete preparation and processing beyond that which can be accomplished at home stations and to standardize processing and inspection of air movements. It is contemplated that the Air Assembly Area will be located at A-74. Aircraft will be dispatched from this station directly to the Port of Aerial Embarkation.

(2) The home stations of IX Troop Carrier Command units will serve as Air Assembly Areas inasmuch as normal operations of these units require processing for long overwater air movements. Aircraft will be dispatched from home stations directly to the Port of Aerial Embarkation.

(3) For additional details on Air Movements, see Part VII, TC-SOP No. 61-TC-COM-43.





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19. Outmovement from United Kingdom

a. Water Movements

(1) An Assembly Area will not be established by United Kingdom Base because of good transportation facilities and the proximity of all troops to Ports of Embarkation.

(2) Each major subordinate command redeploying troops by water from the United Kingdom will establish facilities as required to complete the preparation and processing of units and preservation of equipment being returned to the United States, or redeployed direct to active theaters in order that units can be dispatched on call of the Port Commander with such equipment as is authorized for the movement.

(3) Minimum Essential Equipment will be packed, crated and marked prior to movement to the Port of Embarkation. Messing and housing facilities will be made available to units enroute and at the Ports.

(4) For shipments from the United Kingdom the following Ports of Embarkation have been designated:

(a) Glasgow - For troops moving with Minimum Essential Equipment only, enroute to the United States and other Theaters.

(b) Southampton - For troops, equipment and supplies destined for the United States, other theaters and the Continent.

(c) Bristol Channel (Cardiff, Swansea, Barry, Newport and Avonmouth) - For equipment and supplies.

(d) In addition, this Headquarters has recommended that the Port of Liverpool be utilized for water movements of aircraft and supplies destined for the United States and other theaters.

(5) For additional details on movements from United Kingdom Base, see Part IX, ETO-SOP No. 61, ETO-POM-RTD.







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b. Air Movements

(1) The combat group stations of Eighth Air Force under will serve as Air Assembly Areas.

(2) Facilities established at AAF Stations 590 and 582 will serve as Air Assembly Areas for Air Technical Service Command in Europe.

(3) After crews, passengers and aircraft have been processed, checked and inspected, aircraft will be dispatched from Air Assembly Areas directly to the Port of Aerial Embarkation at Valley upon call of the European Division, Air Transport Command.



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## SECTION V

### Equipment and Supplies

20. General

a. As used in this section, Headquarters, Base Air Depot Area ASC, USSTAF, will be considered a major subordinate command, in addition to those set forth in paragraph 3 a of this plan.

b. It will be the responsibility of each major subordinate command to equip to the maximum extent possible all units within its command scheduled for redeployment. It will also be the responsibility of each major subordinate command to accomplish the repair and maintenance of all equipment to the fullest extent of the capabilities of the command.

c. Aircraft and loose and attached equipment therein, scheduled for water shipment, will be preserved and packed by the Commanding General, Base Air Depot Area, ASC, USSTAF, who is also responsible for the shipment of projects of complete spare engines in accordance with instructions issued by the Commanding General, Atlantic Overseas Air Service Command.

d. On the Continent

(1) Units whose equipment is to be unit marked will move with all equipment authorized for the movement from the unit's station or designated major subordinate command's point, either directly to the Communications Zone staging area or to the Communications Zone assembly area and then to the Communications Zone staging area for preserving, packing and crating in preparation for overseas shipment. All such equipment will be inspected, checked for serviceability and replaced if necessary, prior to this move insofar as possible.

(2) Units whose equipment is to be bulk shipped will, as directed in the movement order, turn in at designated collecting points all equipment other than minimum essential equipment prior to movement to the Communications Zone assembly or Communications Zone staging area.

(a) All pro-rated and controlled items will be turned in at a time specified by the movement order to an Air Force depot designated by the major subordinate command concerned for bulk shipment. Responsibility



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of packing and crating of Air Corps equipment, by class, is that of the major subordinate command concerned.

(b) Common equipment will be turned in to Communications Zone installations at a time and at collecting points designated in the movement order for bulk shipment.

(3) The preserving, packing and crating of all equipment prescribed for units moving unit packed, with the exception of maintenance levels of supply on items of AAF procured and controlled equipment will be accomplished by mobile packing and crating squads furnished by the Commanding General, Communications Zone, with the assistance of the unit's personnel.

(4) All weather proofing of general purpose vehicles and chassis of special purpose vehicles will be accomplished by Communications Zone installations in the assembly area and as the part of embarkation. Weather proofing of special equipment mounted on chassis of Air Corps special purpose vehicles will be the responsibility of the major subordinate command concerned. Other special equipment will be the responsibility of the appropriate branch of service of Communications Zone, European Theater of Operations, U. S. Army.

(5) In all cases of conflict between movement orders and other directives, the provisions of the movement order will govern.

b. In the United Kingdom.

(1) When unit packing is prescribed, all equipment authorized for the movement will be inspected, checked for serviceability, replaced if necessary, preserved, packed and unit marked at points designated by the major subordinate concerned. The Commanding General, United Kingdom Base will furnish in certain instances mobile packing and marking squads to assist major subordinate commands in preserving, packing and crating equipment.

(2) When unit packing is not prescribed, the responsibility will be the same as set forth in paragraph (1) above, except that all common equipment, less PX's, including common maintenance levels of supply will be turned in to the appropriate United Kingdom Base depots and will be preserved packed and bulk shipped for overseas shipment by the Commanding General, United Kingdom Base. Base Air Depot Area, APO [illegible], will furnish storage facilities and ship instructions for AAF procured and controlled equipment.

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(3) All weather proofing of general purpose vehicles will be the responsibility of the major subordinate command concerned when convoy loading is utilized. United Kingdom Base will furnish training teams to assist and instruct in the second and third phases of weatherization for all types of vehicles. If they are to be bulk shipped, general purpose vehicles will be disassembled, weatherized and crated by the Commanding General, United Kingdom Base. All weather proofing of special purpose vehicles will be a responsibility of the major subordinate command concerned whether or not unit marked and shipped. Normally these special purpose vehicles will not be disassembled.

(4) In all cases of conflict between movement orders and other directives, the movement order will govern.

f. The responsibility for the preparation of units supplies and equipment scheduled for aerial embarkation will rest with the major subordinate command concerned. Every effort will be made to complete preparation in accordance with letter, Headquarters, USSTAF, subject: "Requirements for Redeployment of Flight Echelons from European Theater of Operations over Air Transport Command Routes", dated 5 May 1945, and subsequent revisions thereof.

21. Packing and Crating Materials

a. Inasmuch as materials required for preserving, packing and crating are in short supply, such materials will be classed as critical items and requisitions for same will be carefully screened in each supply echelon. It is essential that maximum use and consolidation of such materials, including those now on hand, be effected within each command.

b. Procurement, storage, issue and stock control.

(1) Initial USSTAF requirements for common packaging and crating items were submitted to Headquarters, Communications Zone, on 20 March 1945. Attention is invited to letter, this headquarters, dated 17 April 1945, subject, "Basic USSTAF Packaging and Crating Requirements (ASF Items) for Redeployment", which contains the basic USSTAF packaging requirements for all





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common items together with percentage breakdown allocated each major subordinate command. Each major subordinate command will periodically review its requirements and submit such changes as are deemed necessary, in letter form, listed by services, so as to reach the Commanding General, Base Air Depot Area, ASC, USSTAF, or IX Base Depot Area, whichever is appropriate, on or before the 1st of each month. Any revision of over-all requirements will be submitted by the Commanding General, Base Air Depot Area and CT, IX Base Air Depot Area for the United Kingdom and continent respectively, to the Commanding General, Communications Zone, European Theater of Operations, so as to arrive at that headquarters not later than the 6th of each month. The submission of requirements does not constitute a requisition for the supplies. The actual materials will be obtained as indicated in the following sub-paragraph:

(2) Each major subordinate command will submit requisitions not later than the 15th of each month, using AAF Form 400 for common packaging and crating items and AAF Form 104B for AAF procured and controlled packaging and crating items, to the Commanding General, Base Air Depot Area or the IX Base Air Depot Area, whichever is appropriate, listing the items desired and the quantities for the succeeding calendar month. These requisitions will contain a complete basis for listing the number and type of units to be processed during the period for which items are desired and also any other special redeployment projects. Requisitions will be clearly marked "For Redeployment Operations". Upon receipt of such requisitions, the Commanding General, Base Air Depot Area and Commanding General, IX Base Air Depot Area, will edit same and will then supply AAF procured and controlled items from depot stock. Requisitions for common items will be forwarded to the Commanding General, Communications Zone, who will supply the materials desired to the requisitioning major subordinate command. Each major subordinate command will then be responsible for the storage, issue and adequate stock control of its packaging and crating materials.

(3) The Commanding General, Base Air Depot Area and IX Base Air Depot Area will maintain adequate records of packaging and crating materials issued to each major subordinate command in order to determine that actual consumption does not exceed the percentage breakdown furnished by this headquarters







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as modified by subsequent revisions.

If it is found that demands for packing and crating materials are exceeding or falling short of the requirements established, the Commanding General, Base Air Depot Area or Commanding General, IX Base Air Depot Area, will notify the major subordinate command concerned in order that appropriate revision of subsequent requirements may be made by that command. The Commanding General, Base Air Depot Area and IX Base Air Depot Area will at the same time review their over-all requirements and submit any changes to the Commanding General, Communications Zone, European Theater of Operations, as set forth in paragraph 21-b (1) above.

c. The following references will govern in packing, crating, marking and documentation processes:

(1) Packing - U.S. Army Specification No. 100-14A.

(2) Marking - Directive WD AGO 400.161 (19 May 1943)OR-S-SPOTP-M, 1 June 1943 and TM 38-14.

(3) Documentation - [illegible] and TM 38-413.

(4) Technical Order 38-65-1.

(5) Additional packing, marking and documentation instructions as included in ETO-ADO No. 51 - [illegible].

22. Priorities.

a. Units in the various subdivisions will have the following priorities for issues and redistribution of equipment and supplies to meet shortages:

Priority

I - Category II units being redeployed directly to another theater of operations.

II - Category I units.

III - Category II units being redeployed through the United States and whose equipment is being shipped directly to another theater of operations.

IV - Category II units being redeployed for station in the United States as part of the War Department Strategic Reserve, and units returning to the United States with their equipment for demobilization.

Category III units will acquire the priority assigned to the category into which

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they are reorganized.

b. Units within any of the foregoing classifications will be given priorities, within such classifications, for issue and redistribution in accordance with the order in which they appear on the Movement Priority List. Maximum redistribution will be effected within each major subordinate command insofar as possible prior to submitting requests for shortages. In effecting redistribution of equipment and supplies within each major subordinate command, equipment and supplies required for priority units will, to the extent feasible, be obtained from non-priority or the lowest priority units having same.

23. Category I Units

Units in this category will obtain their supplies and equipment through existing supply channels in accordance with current procedures.

24. Category II Units

a. All Category II units to be redeployed will take immediate action to maintain and rehabilitate their equipment and to obtain through normal supply channels all existing shortages of equipment.

b. Each organization will prepare and submit "Unit Commanders Equipment Report" or "Report of Equipment" as required by ETO-SOP No. 61 - ETO-POM-RED.

c. Category II units being redeployed directly to another theater will be authorized initial issue of combat serviceable individual and organizational equipment, including designated discretionary items and, for the theater of destination, clothing and equipment as prescribed in current T/E 21, sixty days maintenance Class IV-S supplies listed in AAF Combat Supply Tables, (except that complete aircraft engines will be shipped as indicated in paragraph 20 c) and Special Lists of Equipment as specified in the movement order. All such equipment will be unit marked and convoy loaded as prescribed in ETO-SOP No. 61 - ETO-POM-RED and the movement order.

(1) The following items will be shipped automatically and simultaneously to the theater of destination so as to arrive as nearly as possible at the same time as the unit. Communications Zone installations will pack and mark those items of common supplies for shipment. The major subordinate command concerned will pack and unit mark for shipment any of the following items that are AAF procured and controlled.



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(a) Class II - Sixty (60) days of supply for all Class II items based on replacement factors for the theater of destination.

(b) Class III and IIIA - Sixty (60) days of supply (Lubricating oils and greases only).

(c) Class V - Ammunition for guard purposes only except that for aircraft moving directly by air to a new theater, such ammunition will be carried as prescribed by the theater commander.

d. Category II units being redeployed indirectly to other theaters through the United States and which are not scheduled for conversion will be authorized initial issue of combat serviceable individual and organizational equipment including designated discretionary items, and for the theater of destination, clothing and equipment as prescribed in T/E 21, sixty days maintenance Class IV-B supplies listed in AAF Combat Supply Tables, (except that complete aircraft engines will be shipped as indicated in paragraph 20 c) and Special Lists of Equipment as specified in the movement order will accompany the units. The balance of the initial issue prescribed above will be shipped by unit type or otherwise, as specified in the movement order, to the theater of destination or to the United States.

(1) Where the balance of the initial issue is shipped directly to the theater of destination, the following items, insofar as they are available, will be shipped to the theater of destination, so as to arrive as nearly as possible at the same time as the unit. The responsibility for packaging, crating and marking will be as is indicated in paragraph 24 (1) above.

(a) Class II - Sixty (60) days of supply for all Class II items based on replacement factors for the theater of destination.

e. Category II units being redeployed for station in the United States as part of the War Department Strategic Reserve or units scheduled for conversion and then further redeployment, will be authorized initial issue of combat serviceable individual and organizational equipment. Minimum essential equipment and other equipment as specified by the movement order will accompany the units as prescribed in WTO-SOP No. 61 - ETO-POE-WD and the movement order. The balance of the initial issue



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prescribed above will be bulk shipped or otherwise as specified in the movement order, to the United States so as to arrive as nearly as possible at the same time as the unit.

f. Medical Supply Platoons (Avn) in Category II whose equipment is to be shipped directly to another theater of operations:

(1) Will pack and unit mark a sixty (60) day level of all classes of common expendable medical supplies, based on 20,000 troops to be serviced.

(2) Will pack and unit mark the items listed below in sufficient quantities to meet sixty (60) days operations, based on previous experience and number of units to be serviced:

| Stock Number | Item |
|---|---|
| 1490500 | Multi Vitamin Capsules |
| 1494000 | Whiskey USP |
| 9102910 | Benzedrine Inhalers |
| 9776500 | Kit, First Aid, Aeronautics |
| 9776210 | Kits, First Aid, Battle Dressing |
| 9776300 | Kit, First Aid, Jungle |
| 9776500 | Packet, First Aid, Parachute |
| 9751700 | Chest, Airplane, Ambulance |
| 3726100 | Resuscitator and Inhalator |

(3) Will pack and unit mark the following items in the quantities indicated:

| Stock Number | Item | Quantity |
|---|---|---|
| 1084500 | Atabrine ($100^s$) | 6,500 |
| 1391000 | Quinine ($1000^s$) | 45 |

(4) Will pack and unit mark non-expendable medical items on the basis of ten percent replacement in assemblies, chests, kits, etc., which are authorized equipment of the units to be serviced.

25. Category III Units

Units in this category will receive no additional equipment prior to reorganization except items required as minimum essential equipment prescribed in ETO-SOP No. 61 - ETO-POM-RED. T/E equipment will be turned in as and when directed in the reorganization order.

26. Category IV Units

Prior to disbandment in this theater or return to Zone of Interior for disbandment, and at such time as directed by the major subordinate command concerned, unit commanders will turn in to appropriate depots all equipment and supplies other than those specified as allowances for movement in ETO-SOP No 61- ETO-POM-RED, and/or as prescribed by the disbandment or movement order. Units will not turn in equipment prior to the time specified.



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27. Disposal of Excess Equipment and Salvage

a. After maximum redistribution has been effected within each major subordinate command, all excess supplies and equipment resulting there from will be diposed of in accordance with the provision of current ATSCE Regulation 65-11, except that post, camp and station property will be disposed of in accordance with the provisions of current USSTAF Regulation 65-7. All combat serviceable signal equipment of this nature will be fungus proofed prior to turn in. All excess equipment will be inspected, checked by the receiving agency, and, where practicable, placed in combat serviceable condition for re-issue to other units.

b. Salvage will be disposed of in accordance with ATSCE Regulation 65-14 and pertinent theater directives.

28. Synthetic Training Equipment

All currently authorized American standard synthetic training devices will be treated as SLoM items for Category II units scheduled for direct or indirect redeployment. After receipt of movement order, the major subordinate command concerned will report to the Commanding General, Base Air Depot Area or IX Base Air Depot Area, whichever is appropriate, the following: designation of the unit, nomenclature of the synthetic training equipment, the quantities, weights and cubages involved.

a. Upon receipt of the above information, the Commanding Generals, Base Air Depot Area, and IX Base Air Depot Area, will forward same to the Commanding General, European Theater of Operations.



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## SECTION VI

## Inspections

29. Inspections of Units Nominated for Movement

a. The Commanding General, U.S. Strategic Air Forces in Europe, will conduct final RE-POM inspections of all air force units in the theater destined for overseas movement, directly under the supervision of the Air Inspector, U.S. Strategic Air Forces in Europe, to determine the adequacy and efficiency of personnel, the state of training, the completeness and condition of equipment, and compliance with ETO-SOP-No 61- ETO-POM-RFL and other instructions covering the movement. Inspection reports covering results of these inspections will be submitted for corrective action to the Commanding General, U.S. Strategic Air Forces in Europe, through the agency responsible for the preparation of the unit for movement. Two advance copies of each report will be submitted to the Commanding General, U.S. Strategic Air Forces in Europe, Attention: Air Inspector, and will be used as a basis for preparation of status reports required to be submitted to the Commanding General, European Theater of Operations.

b. (1) Major subordinate commanders will conduct, or cause to be conducted by lower echelons of command, continuing inspections of all units, before and during the alert period, to insure strict and full compliance with all applicable administrative, equipment, training, security and supply requirements by the commanders of the units concerned and by agencies under their control having functions to perform in preparing these units for shipment. These inspections will particularly inquire into the adequacy of the action taken by the agencies responsible towards the accomplishment of the following.







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(a) Prompt showdown inspections for determination of serviceability of clothing and equipment; for action in filling shortages authorized to be filled, disposition of excess and unauthorized clothing, equipment and supplies; and for action to effect repairs or replacement thereof.

(b) Completion of necessary data for preparation of required rosters and reports on equipment.

(c) Perfection of all administrative, personnel and property records.

(d) Inspection of all non-appropriated funds by an inspector general or an acting inspector general and completion of remedial action on irregularities disclosed unless such action has been accomplished within the four month period prior to readiness date.

(e) Security requirements.

(f) Postal requirements.

(g) Discipline and morale. (see par 4 RR 1-1).

(h) Medical examinations, inspections and inoculations, including dental surveys and arrangements for required dental work.

(i) Qualification of all personnel for assigned duties.

(j) Personnel readjustment to include integration of personnel assigned as a result of personnel readjustments.

(k) Training under the current Training Standards.

(l) Preparation for packing and marking of all equipment and supplies to be prepared by the unit for shipment.

(m) Marking of individual clothing and equipment.

(n) Overall status of the unit to perform its primary mission.

(2) RE-POM inspection report forms (USSTAF) will be used as a guide in the conduct of these inspections to insure that responsibilities charged under this plan, and other applicable directives, are fully carried out and that the unit is prepared for the final RE-POM inspecti





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which will be conducted prior to available or readiness date.

(3) Copies of reports rendered on these inspections will be left with the unit commanders for review of the final RE-POM inspectors.



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SECTION VII

Leaves, Furloughs and Passes

30. Leaves, Furloughs and Passes

a. Present leave policy will be liberalized at an early date so that at any one time 7% of the command may be on leave or furlough for a period of 7 days, plus required travel time. Priority in allotment of quotas for leave and furlough facilities will be given to units stationed in the area where the policy of non-fraternization with civilians is in force.

b. The 7% figure will be increased gradually as redeployment progresses and the size of the command decreases so that at any one time 15% of the command may be absent on leave or furlough for a period of 10 days, plus travel time. Attainment of this target will mean that every soldier in the command may have 30 days' leave during the year.

c. Travel to and from authorized leave area will be without expense to the individual.

d. Seventy-two hour passes will continue as at present.

e. Recreational area and leave center facilities will be allotted to the major subordinate commands in accordance with policy expressed in paragraphs a and b above and in relation to the strength of the commands concerned. Beds will be provided in Germany so that personnel comprising the Occupational Air Force and on 72 hour passes will not have to resort to hotels or billets arranged by German civilians.





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SECTION VIII

Status and Readiness Reports

31. ETO-SOP No. 61-ETO-POM-MED Status Reports

a. The purpose of a status report is to present to the War Department, the Commanding General of the Theater of Destination for directly redeployed units, and the Commanding General of the major command concerned in the United States for indirectly redeployed units, pertinent information on the particular unit and an appraisal of the unit's ability to perform its primary mission in an active theater.

b. Final status reports are required by the War Department and will be submitted on all units departing this theater, in accordance with directives furnished each subordinate command by this headquarters.

c. Units being redeployed directly to an active theater will be required to prepare a readiness status report on a recurring basis which will lead up to the preparation of a final status report. The readiness status report will provide this headquarters and subordinate headquarters with information as to the units readiness status and such corrective action as is indicated can be taken prior to the unit's readiness date.

d. Detailed instructions on the form and transmission of final status reports and readiness status reports will be issued by headquarters, USSTAF.



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## SECTION IX

## Morale

32. Responsibility

The maintenance of a high state of morale is a vital responsibility of every commander. Among those influences which can be expected to have an undesirable effect on morale are:

a. Inability, due to military necessity, to release certain individuals whose critical score makes them otherwise eligible for separation from the service.

b. Delay, due to limitations of shipping and the priority required for the redeployment of Category II units, in returning the bulk of the candidate personnel to the United States.

An explanation will be made to all personnel at the earliest practicable date of the reasons which permit a readjustment in the strength of the army, together with the reasons for the particular methods to be employed in effecting that readjustment. All commanders will develop in their personnel a thorough understanding of the requirements imposed by the military situation. The War Department and this theater will provide informational materials and aids to assist in those matters. However, these aids will be secondary to the prime requirements of initiative and leadership.



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## SECTION X

## Security

33. Preface

All commanders concerned will take the necessary action to safeguard military information regarding overseas movement of troops in accordance with the provisions of AR 380-5.

34. Direct Redeployment

a. General

(1) Names of organizations, route of movement, names of ships and overseas destination, port of embarkation, sailing data or other such information related to an overseas movement will not be disclosed to persons whose official duties do not require specific knowledge of the movement.

(2) Upon receipt of Overseas Movement Orders, each commander of a unit which does not already have an intelligence officer will designate an officer as security officer and if no subordinate officer is in the unit the senior NCO will be so designated. Within twenty-four hours after arrival at a staging area, a security officer or NCO will report to the Intelligence Officer of the staging area for instructions.

(3) Upon arrival in Assembly Area each Commanding Officer of a company or a comparable unit will give a security lecture to all members of his command, emphasizing security measures to be observed during movements. Shortly before departure to this staging area, each Commanding Officer will again give a similar security lecture.

(4) Subsequent to receipt of call from the Port Commander, individuals participating in movements will not be permitted while enroute from one station to another, to communicate by telephone, mail, radio or telegram with anyone except as may be necessary to administration of the movement. The collection and handling of personal communciations will be made in accordance with specific instructions to be issued by the theater censor.

b. Insignia and Organizational Markings.

Removal of identifying insignia or organizational markings is no longer required as a security measure.



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c. Censorship

(1) All personnel will be made familiar with censorship regulations prior to movement to staging areas.

(2) (a) Unit censors, as described in FM 30-28, will be designated prior to departure for staging areas.

(b) As the majority of company-grade officers may be required at one time or another to perform unit censorship, all such officers, including the designated unit censors, will become familiar with the provisions of FM 30-28.

(3) Detailed censorship instructions will be furnished in subsequent directives.

35. Indirect Redeployment.

All commanders concerned will comply with the security provisions of paragraph 57, RR1-2, in the movement of units being redeployed through the US or moving into the WAR Department reserve.



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APPENDIX A

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b. W. D. Letter, AG 400 (2 Apr 45) OB-S-E-M, dated 7 April 1945, subject: "War Department Policies and Procedures Governing the Redeployment of the Army upon the Cessation of Hostilities in Europe", Annex A(WD Supply Plan for Period I).

c. W.D. Letter, AG 370.5(25 Apr45)OB-S-E-M, dated 2 May 1945, subject: "War Department Policies and Procedures Governing the Redeployment of the Army upon the Cessation of Hostilities in Europe", Annex B, Redeployment Movements (or subsequent revisions thereof).

d. W.D. Letter, AG 370.5 (1 Apr 45) OB-S-E-M, dated 9 April 1945, subject: Incl. No. 1 (Preparation of Inter-Theater Movements) to Annex B, "Redeployment Movements".

e. W.D. Letter, AG 370.5 (2 Apr 45)OB-S-E-M, dated 17 April 1945, subject: Incl. No. 2 (Status Reports on Units Scheduled for Redeployment) to Annex B, "Redeployment Movements".

f. W. D. Letter, AG 370.5 (10 Apr 45)OB-S-E-M, dated 19 April 1945, subject: Incl. No. 3 (Preparation for Movement of Replacements Between Overseas Commands) to Annex B, "Redeployment Movements".

g. Current Issue of U.S. Strategic Air Forces in Europe Redeployment Schedule.

h. Plan for Readjustment of Military Personnel after the Defeat of Germany (RR 1-1), War Department, dated 15 February 1945 as changed by cable WAVX 76832.

i. Procedure for Readjustment Movements (RR 1-2), War Department, dated 15 September 1944.

j. Athletic and Recreation Program (RR 1-3), War Department, dated 15 September 1944.

k. Army Education Program (RR 1-4), War Department dated 15 September 1944 and Change No. 1, dated 1 March 1945.

l. Procedures for Readjustment of Officers, Warrant Officers, and Flight Officers after the defeat of Germany (RR 1-5) War Department dated 30 April 1945.

m. Personnel Standing Operating Procedure for the Demobilization of Category



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IV Elements (WX 1-6) War Department, dated 16 February 1945.

n. Standing Operating Procedure No. 61, Preparation for Overseas Movement, Redeployment (ETO-SOP No. 61, ETO-POM-300).

c. European Theater of Operations Basic Plan for Redeployment and Readjustment, May 1945.



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ANNEX A

Fiscal Procedures

1. General

a. Water Movements and Air Movements:- The instructions contained in this annex cover water movements. When movements are by air the same instructions will apply except that:

(1) Partial payment rolls will not be prepared for payments to be made enroute. Partial payments enroute will be made under emergency conditions only by local finance officers.

(2) Fiscal procedures listed as required at assembly areas will be performed at home stations.

(3) Fiscal procedures listed as required at staging area, will be performed thereat in the case of "Green Project" Movements, but in the case of other movements will be performed at home stations unless movements are made from home stations to separate air assembly areas in which cases these procedures will be performed at the air assembly area.

(4) Personnel departing to the United States routed through North Africa will exchange local currency in their possession for U. S. Yellow Seal Currency.

b. Application: All procedures required to be accomplished in the assembly area by the following paragraphs will be accomplished at the unit station if the organization proceeds directly to a staging area or port from the unit station.

2. Procedures in Assembly Area

a. Payment of Troops.

(1) The Soldier's Individual Pay Record, WD AGO Form 20, will be completed and in the hands of each enlisted individual prior to his departure from this theater. Enlisted personnel travelling separately from their units will be advised that they may draw partial payments through any personnel officer from any finance officer upon presentation of their individual pay record and upon proper identification.

(2) Officer's Pay Data Card, WD AGO Form 77, will likewise show complete and current information.



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(3) All military personnel will be paid in full through the last day of the month preceding their departure from the assembly area. In the absence of the service or pay records, personnel officers will not omit enlisted personnel from payrolls, but will accept their affidavit for payment as prescribed in AR 345-155, 24 Jan 45.

(4) All necessary partial payments will be made in the assembly area as no such payments will be made in the staging areas.

b. Reduction of Funds:- All military personnel in the assembly area will be encouraged to dispose of all excess funds by the purchase of or investment in war bonds, soldiers' deposits, spearhead deposits, allotments, National Service Life Insurance, or personal transmission accounts. No such service will be available in staging areas, except for the purchase of War bonds through the static finance office.

c. Unit Funds (Non-appropriated Funds):- Unit funds will be disposed of in the assembly area in accordance with AR 210-50, 20 Jan. 45, and current theater directives. Units departing this theater may deposit their funds as spearhead deposits or exchange them for U.S. treasury checks or postal money orders for safekeeping during the movement. Money order fees may be deducted from unit funds as an authorized expenditure. Government bonds owned by and in the possession of departing units should be forwarded by registered mail and deposited with the U. S. Treasury Department for safekeeping. Where a unit is demobilized within the theater, a treasury check or postal money order will be secured for the transmission of the unit funds to the WT/USA Central Welfare Fund.

3, Procedures in Staging Areas

a. Currency conversions:- Currency conversions for troops will be accomplished in the staging areas from rosters prepared by unit and group commanders prior to departure from the assembly area. Each unit and reception station group commander will prepare a list in duplicate of the individuals under his control and will include the names of officers and enlisted men. Spaces should be allowed opposite each name for two columns headed respective "local currency collected" and "dollar equivalent". Such lists will be turned in with the local currency collected from individuals to the Finance Officers at the staging areas for conversion

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and the appropriate currency will be delivered to such commanding officers for payment to the persons concerned together with a copy of the roster on which the conversions are shown.

(1) Military personnel departing direct to another theater will be required to exchange all local currency in their possession for United States yellow seal currency. This will be accomplished in staging areas. Upon arrival at destination, yellow seal currency will be exchanged through disbursing officers for local currency of the country concerned.

(2) Military personnel departing to the United States will be required to exchange all local currency in their possession with disbursing officer for regular blue seal U. S. currency. This will be accomplished in staging areas.

(3) No limit will be placed on sums of money that individuals may carry so long as the amount requested for conversion does not exceed the amount that the individual could have received through normal pay and allowances. Where excessive amounts are presented for conversion, disbursing officers will require the execution of certificates establishing the source as pay and allowances and in the event that the certificate is not satisfactory, a request for an investigation should be made to the individual's commanding officer.

b. Bank Accounts:- Prior to departure all personnel will close their bank accounts in the United Kingdom or on the Continent. This may be accomplished by:

(1) Cashing a personal check at the bank or requesting the bank to transfer the balance by cable or mail to a given address.

(2) Obtaining a cashier's check which should be cashed prior to departure from this theater and converted into blue or yellow seal U.S. currency.

4. Procedures Enroute

a. Partial Payments:- Partial payments necessary for military personnel due to lack of funds at time of departure for other theaters or the United States will be accomplished on board ship. Administrative instructions will direct each unit and reception station group commander to prepare and have signed a partial payment payroll to include each enlisted member of his organization or group and to prepare an unsigned roll to include each officer member of his organization, leaving the amounts blank in both cases, prior to its departure from the assembly



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area.

(1) Such payrolls will be turned in immediately after sailing to the Class "B" Agent Finance Officer on board who was previously appointed by order of the commanding officer at the staging area, as agent to a Finance Disbursing Officer at the same location.

(2) Partial payments may be made enroute at the discretion of and in amounts determined by the ship troop commander.

(3) Funds necessary for such payments will be secured by the officer appointed to act as Class "B" Agent on shipboard from his parent disbursing officer.

(4) The payrolls will be paid in yellow or blue seal United States currency, dependent upon the destination, by the Class "B" agent. If the number of payrolls is large, unit or group commanders may be appointed Class "A" Agents to the Class "B" Agent Finance Officer by the senior U.S. Army officer commanding the troops on board ship, for the purpose of paying their organizations or groups.

(5) The Class "B" Agent Officer will make his returns to the first available Finance Disbursing Officer after arrival at destination or, if an opportunity arises, to any Finance Disbursing Officer enroute.

5. Full Settlement of Pay at Destination

Administrative instructions will direct each unit and reception station group commander to prepare and have signed, prior to arrival at final port of debarkation, payrolls for full settlement of pay to be submitted to Finance Officer at destination.

6. Additional Instructions to Fiscal and Finance Officers

a. Local Currencies:- Disbursing Officers leaving this theater will transfer all local currency on hand and/or unobligated bank balances to the appropriate Central Disbursing Officer or Funding Officer.

b. Disbursing Accounts:- Disbursing Officers of Service Groups, Air Depot Groups, and similar organizations, preparing for movement outside this theater, will keep their disbursing accounts activated.

c. Final Reports of Disbursing Officers:- Disbursing Officers, prior to movement from home stations will submit the following reports:

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(1) Final Account Current in accordance with the provisions of paragraph 4, Finance Bulletin No. 3, Office of the Fiscal Director, Washington, D.C., 20 January 1944.

(2) Final Report of Disbursements, Personnel, etc.

(3) Final Analysis of Disbursements and Collections.

(4) Fihal Report of Change.

(5) Final Claim for Refundment of British Purchase Tax.

(6) Final Reports on Foreign Currency in accordance with the provisions of Finance Bulletin No. 99, Office of the Fiscal Director, Washington, D.C., dated 8 December 1944.

(7) Other final administrative reports which may be in use in the respective commands.

d. Fiscal Procedures:- All allotments of funds will be returned to the issuing agency prior to departure from the home station and will be accompanied by a final report of obligations.

e. Class "B" Agent Finance Officers on Board Ship:- All finance officers will be prepared to serve as Class "B" Agent Finance Officer on board ship.

NOTE: Paragraphs 6-c(2) and (3) - If the disbursing officer is relieved by another officer, he should submit these reports to his successor to be included in the report of the total station operations for that month..

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SAFETY FILM



(1) All individuals must meet the basic requirements as provided in AR 40-110, 12 December 1944, with the following exceptions:

(a) Record of history will date back only to the date of last physical examination for flying.

(b) Adaptability rating for military aeronautics (AMA) will not be required. Presence of any psychiatric disorders may be inserted in par. 4 of WD AGO Form 64.

(c) Chest x-rays will not be required except when indicated by significant history, signs, or symptoms.

(d) Serological tests for syphilis will not be required except when indicated by significant history, signs or symptoms.

(e) The physical examination of enlisted men on flying status as air crew members will not be more rigid with respect to the eye and ear than that established by AAF directives concerning the physical examination originally given to determine their eligibility for enlisted air crew training.

(f) If the examinee is found to be physically qualified for further overseas flying duty, Section I of attached certificate will be accomplished accordingly. Certification and confirmation of these physical examinations by the Senior Flight Surgeon of the Air Forces will not be required.

(g) If the examinee is found to be physically disqualified, a complete final type physical examination will be accomplished, recorded in triplicate on WD AGO Form 64, and forwarded for review and approval to the Senior Flight Surgeon of the Command concerned. Waivers may be requested for minor physical defects which the surgeon considers static in nature and which will not in any manner interfere with further flying duty. Section III of attached certificate, Appendix I, will not be accomplished on personnel in this category until WD AGO Form 64 has been reviewed and approved by the Senior Flight Surgeon of the Command concerned.

3. Physical examination of non-flying personnel will conform to the following procedures and standards:

a. Examination may be recorded on WD AGO Form 63 (or similar worksheet)



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ANNEX B

Medical Plan for Redeployment

1. Provisions of ETO-SOP No. 61 - ETO-POM-XRD will be complied with and in addition the following detailed instructions will govern. Commanding Officers of units which are not scheduled to pass through an assembly area will satisfy at the home station insofar as possible all requirements outlined in ETO-SOP No. 61 - ETO-POM-XRD under the section, "Action at Assembly Area".

2. Physical Standards

Physical examinations of flying personnel will conform to the following procedure and standards:

a. Personnel who have received a complete physical examination for flying within the past six months may not require detailed re-examination.

(1) Record of last physical examination in past six months recorded on WD AGO Form 64, AAF Form 206, or other available flight surgeon's record will be reviewed.

(2) Interval history will be obtained and minimal screening physical examination accomplished. Examination will be with a view towards recognition of any physical incapacity which might result in the early loss of the services of the individual if he continues further duty in an overseas theater.

(3) If nothing affecting the physical status of the individual is found, Sections I and IV of enclosed certificate, Appendix I, will be appropriately completed. In Section I, the phrase "except blood serology test and chest x-ray were not accomplished" will be struck out. The date of the previous physical examination within the past six months will be inserted in Section I, and the date of the minimal screening examination will be used in Section II.

(4) Those examinees whose interval history and/or screening examination indicate the presence of a disease, operation or injury since the last physical examination will be completely examined as provided in paragraph 2-b below.

b. Personnel who have not received a complete physical examination within the last six months and personnel of the category described in par. 2-a (4) above, will be examined according to the following procedure:



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for convenience, but this record will not be forwarded for review and approval by higher headquarters.

b. Personnel who have received a complete physical examination within the past six months may not require detailed re-examination.

(1) Record of last physical examination in past six months will be reviewed.

(2) Interval histroy will be obtained and a minimal screening physical examination will be accomplished. The purpose of this examination will be to recognize any physical defects which might result in the early loss of the services of the individual, if he continues further duty in an overseas theater.

(3) If nothing affecting the physical status of the individual is found, Sections I and II of enclosed certificate, Appendix I, will be appropriately completed. In Section I the phrase "except blood serology test and chest x-ray were not accomplished" will be struck out if these tests were included in the previous examination. The date of the previous examination will be inserted in Section I, and the date of the minimal screeinging examination will be supplied in Section II.

(4) Those examinees whose interval history and/or screening examination indicate the presence of a disease, operation, or injury since the last physical examination will be completely examined as provided in par. 3-c below.

c. Officer non-flying personnel are required to meet the physical standards of AR 40-100, 16 November 1942, AR 40-105, 14 October 1942, and W. D. Circular No. 164, 26 April 1944, as amended, and W. D. Circular No. 102, 11 March 1944, and enlisted non-flying personnel are required to meet the physical standards prescribed in MR 1-9, 19 April 1944, with the following exceptions:

(1) Chest x-ray and serological tests for syphilis may be omitted unless they are indicated. In Section I, the phrase "except serological tests for syphilis and chest x-rays were not accomplished" will be struck out accordingly when these tests are indicated and accomplished.

(2) Surgeons may qualify individuals who have minor physical defects which are considered to be static in nature and which will not in any manner interfere with further overseas duty.



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d. Attached certificate will be accomplished on all examinees in a manner appropriate with the findings. Section I will be accomplished on all personnel. The presence of all physical defects and the limitation of assignment thereby created will be noted in Section III.

4. A debilitating physical or mental abnormality which is apt to be aggravated by conditions which will be encountered in theater of destination will be considered as disqualifying. As examples, the following are mentioned:

a. Marked general asthenia.

b. Recent debilitating disease.

c. Active peptic ulcer, chronic peptic ulcer.

d. History of tuberculosis even though currently arrested.

e. Hernia, except small incisional or umbilical. Moderate impulse produced by cough at the inguinal ring or at the site of a scar is not necessarily indicative of hernia. Diagnosis of inguinal hernia must be based upon demonstration of a herniel sac.

f. Psychoneurosis of such a degree that would preclude the efficient functioning of the individual concerned by further overseas duty. (See ETO-SOP No. 61 - ETO-POM-MED).

5. The Physical Profile Serial of non-flying enlisted men will be recorded in Section IV of attached certificate with the date of determination of the profile.

6. Certificates of physical capacity will be made in duplicate and signed by the examining surgeon. The original copy of the certificate will be forwarded to the unit commanding officer, who will be held responsible for recording in an officer's WD AGO Form 66-1, 66-2, or 66-3, or in enlisted personnel's WD AGO Forms 20 and 24 the following information:

a. Date of physical examination.

b. Physically qualified or disqualified for oversea duty.

c. Any defects noted in Section II of certificate, Appendix I, and the limitation on assignment which is thereby created. Certificate will then be attached to other allied papers which will accompany the individual concerned on transfer to another station within or out of this theater. The carbon copy of



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the certificate will remain in the surgeon's files.

7. Personnel who are definitely disqualified for further oversea duty will, upon receipt of the unit of alert orders for movement, be disposed of according to existing directives.

8. Dental Standards.

A check will be made to see that latter, Headquarters, U.S. Strategic Air Forces in Europe, subject, "Dental Survey", 8 April 1945, has been complied with. All personnel should be brought to Class IV as soon as possible.

9. Immunization

Immunization will be accomplished in conformity with the provisions of ETO-SOP No. 61 - ETO-POM-MED and Overseas Movement Orders when issued.

10. Medical Records

Medical records and medical entries in personnel records will be completed in accordance with USSTAF Reg. 80-10, 21 April 1945, and in addition the following will be accomplished:

a. Each aircraft commander of flight echelons moving through India and/or Egypt will accomplish the following certificate:

(1) The aircraft has not come from or passed through any region designated a yellow fever area by International Agreement.

(2) No person has been taken on board since the aircraft left the United Kingdom or the Continent of Europe. If there are exceptions, procedure will be as follows: In the event that personnel has been taken on board since departure from the United Kingdom or the Continent of Europe, a list of the names will be given, such list to designate also the place of joining the aircraft together with details of the area in the African Continent from which personnel are in possession of a yellow-fever inoculation certificate.

(3) All personnel on board have been immunized according to current U.S. War Department requirements and are free from infestation with vermin and from infectious disease.

11. General Precautions.

It is to be emphasized that the health and sanitation of troops is a command prerogative and the responsibility of the unit commander. The medical department is responsible only in an advisory capacity. Past experience in warfare in the tropics and sub-tropics has shown that the two most important factors which cause



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disability among troops are malaria and the diarrhea-dysentery diseases. In order to safeguard against these, the following procedures will be put into effect for movement to the theaters other than ZI:

a. Atabrine:- To achieve and maintain a protective blood atabrine level, the following dosage schedule should be effected:

(1) For two weeks prior to exposure, each individual should receive 0.1 gram (one tablet) of atabrine daily after the evening meal for six (6) days each week.

(2) Immediately following the schedule outlined in the preceding paragraph and during the entire period of residence in or passage through a malarious area 0.1 gram ( one tablet) of atabrine should be administered daily after the evening meal for six (6) days each week.

(3) Gastro-intestinal disturbances may occur during the first several days of atabrine therapy. After this period, reactions to atabrine are exceedingly rare. It has been shown conclusively that atabrine does not lower the ceiling or affect the vision of flying personnel. Quinine suppressive treatment should be used only for those individuals who cannot tolerate atabrine. The dose of quinine recommended in 0.60 gram daily after the evening meal.

b. Sulfadiazine:- The prophylactic use of sulfadiazine to combat diarrhea-dysentery diseases may prove very helpful in reducing the non-effective rate in military personnel.

(1) (a) Sulfadiazine in dosage 0.5 gram (one tablet) daily after the evening meal is recommended for flight echelons who will receive this dosage from time of departure from this theater until time of arrival in theater of destination. This does not include those moving to ZI.

(b) Personnel moving by water will receive a single dosage of 2.0 grams (4 tablets) only when for any reason they debark enroute before arrival at final destination. This single dosage will be repeated when personnel again comes aboard to continue the voyage.

12. Training and Indoctrination

a. A detailed program of special training and indoctrination in



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relation to health and hygiene in the Tropics will be worked out and put into operation by the major subordinate commands. Indoctrinational material and suggestions for such training will be found in Technical Medical Redeployment Bulletins published by Director of Medical Services, this headquarters, and distributed to Surgeons of all major subordinate commands.

b. If at all possible and time permits, actual bivouacs will be made and mock-ups of field sanitary appliances constructed in order to gain first hand knowledge of problems likely to be encountered.



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R E S T R I C T E D

APPENDIX I

HEADING

C E R T I F I C A T E

Section I

This is to certify that _____, _____
(Name) (Rank)
_____ was examined and found
(ASN) (Rating or MOS)
physically (qualified, disqualified) on _____ for
(Date)
(flying, non-flying) duties according to the provisions of (AR 40-105, AR 40-110, MR 1-3) except serological test for syphilis and chest x-ray were not accomplished.

Section II (if applicable)

Interval history and minimal screening examination on _____
(Date)
indicated that there have been no diseases, operations, or injuries subsequently incurred which might disqualify this examinee for further overseas (flying, non-flying) duties.

Section III (if applicable)

Examination revealed the presence of the following (major, minor) physical defects)which (are, are not) considered disqualifying for further overseas (flying, non-flying) duties, since these defects (have, have not) interfered with the normal performance of duties in the European Theater of Operations, and (can, cannot) be corrected readily in the Zone of Interior.

Section IV (Enlisted Men) (if applicable)

Physical Profile Serial was_____ on_____.
(Date)

_____ _____MC
(Date)

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ANNEX C

Special Services Plan

The Special Services Plan is divided into nine sections as follows:

I. References.

II. Mission and Scope.

III. Personnel.

IV. Supplies.

V. Entertainment.

VI. Athletics.

VII. Libraries.

VIII. Assembly Areas, Staging Areas and Intransit to Other Theaters of Operation.

IX. Exchanges

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I. References.

1. MR 1-10, Morale.

2. TM 21-220, Sports and Games

3. TM 21-205, The Special Services Officer.

4. TM 12-221, Informal Games for Soldiers.

5. War Department RR 1-3, Personnel in Athletics and Recreation Program.

6. Section I, Circular 99, Headquarters, European Theater of Operations, US Army, dated 30 September 1944, "16mm Motion Picture Projectors and Film and Equipment Exchange Organizations."

7. Letter, Headquarters, US Strategic Air Forces in Europe, subject, "16mm Motion Picture Equipment," dated 31 January 1945.

8. Circular 11, Section IV, Headquarters, European Theater of Operations, US Army, dated 29 January 1945, "Civilian Attendance at Entertainments."

9. SOP No. 25, European Theater of Operations, US Army, dated 15 June 1944.



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II. Mission and Scope

1. Morale and welfare is a responsibility and function of command. In order to avoid any possible deterioration of morale following the cessation of hostilities, provisions will be made by all commands for a program of constructive activity for all personnel during such times as they are not fully occupied by essential military duties. This program will include athletics, movies, live talent shows, concerts, jam sessions, dances and conducted recreational tours. The Special Services Section, in all commands down to and including groups, will be expanded from available personnel to provide sufficient personnel for the vigorous prosecution of this program.

2. To assist Commanding Officers in maintaining a high state of morale within their commands by intensifying their athletic and recreational programs.

3. When the military situation permits, all training programs consistent with projected redeployment, will be revised so as to include the maximum amount of athletics and recreation.

4. The Chief of Special Services, Headquarters, U. S. Strategic Air Forces in Europe, is responsible for the overall planning, coordination and technical supervision.

5. Each major subordinate commander is responsible for the operation of the program in the field.

III. Personnel.

1. Commanding Officers, down to and including groups, are authorized to utilize such personnel as they deem necessary to accomplish the command responsibility for an overall athletic and recreation program.

2. If available, Special Service Companies will be utilized to support and implement Special Services activities.



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IV. Supplies

1. Materials for the program listed in Sections V, VI, VII and VIII will be obtained by requisition through normal supply channels as directed in monthly supply memorandums from this headquarters. Such requisitions will be based on the total requirements of troops currently being supplied and the stocks on hand and previously issued. Maximum use should be made of supplementary local procurement and improvisation.

2. Disposition of Equipment

a. Movement of Units by Water Transportation for Direct Redeployment.

(1) Each enlisted individual is authorized not more than 7 pounds of personally owned items of recreational equipment to be carried on his person or in his baggage. See War Department Circular 344, 1944, regarding authorization for shipment as organizational equipment of additional individually owned recreational equipment, including radios.

(2) Recreational equipment, radios, and domestic washing machines, household type, procured by units from appropriated or non-appropriated funds and individually owned recreational equipment, including radios, may accompany units overseas as organizational equipment. The total recreational equipment including radios, authorized to be shipped as organizational equipment, will not exceed the aggregate weight of 5 pounds per individual or 50 pounds per unit, whichever is greater. Bulky equipment (for instance pool tables, furniture, etc.), other than domestic washing machines, refrigerators and soda fountains, will not be taken. No more than two domestic washing machines for each 100 enlisted individuals may accompany a unit.

b. Movement of Units by Water Transportation to United States for Redeployment, For Reversion to the Strategic Reserve or For Demobilization.



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(1) As prescribed in movement orders of the unit, either domestic or overseas, units will turn in all Special Service and recreational equipment not individually owned to collecting points established by the commands concerned. Some units may be directed to return with a minimum amount of Special Services and recreational equipment. In these cases, the movement orders will prescribe disposition and handling of such equipment.

(2) Each enlisted individual is authorized not more than 7 pounds of his personally owned items of recreational equipment to carry on his person or in his pack. (See War Department Circular 344, 1944, for authorization for shipment as organizational equipment of additional hand recreational equipment including radios).

(3) Recreational equipment and radios procured by units from appropriated or non-appropriated funds and individually owned recreational equipment including radios may accompany a unit as organizational impedimenta. The total recreational equipment, including radios, authorized to be shipped as organizational impedimenta will not exceed the aggregate weight of 5 pounds per individual or 50 pounds per unit, whichever is greater. Bulky equipment (pool tables, furniture, pianos, refrigerators, soda fountains) and any other similar equipment, will not accompany a unit.

3. Unit owned equipment

Supplies and equipment owned by a unit by virtue of a specific gift or purchase from its own funds, which do not accompany a unit may be sold to other military organizations. Privately owned organizational property, indisposed of, will be listed and turned in to the collecting point established by the command concerned.

4. Collecting Points

Major subordinate commands redeploying units will establish collecting points for the purpose of receiving, renovating, repairing, storage and re-allocation of all Special Services and recreational equipment, not accompanying units. The Special Services



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Officer, this headquarters, will be furnished a monthly report to reach this headquarters not later than the 10th of each calendar month, by the major subordinate commands concerned, showing the number and the condition of all items of equipment turned in by units being redeployed.

V. Entertainment

1. The Chief of Special Services, this headquarters, is responsible for the coordination, policy and procedures on all matters pertaining to entertainment activities which consist of the following:

a. Movies

b. Theatricals

c. Vocational Arts and Crafts

d. Social Activities

e. Supervised Tours

f. Music

2. Movies

a. 16mm Service

(1) The Motion Picture Branch, Special Services, Headquarters, European Theater of Operations, U.S. Army, will receive, distribute and control the distribution of all entertainment film in the European Theater of Operations. Requests for civilian 16mm mobile motion picture units will be forwarded to this headquarters through normal military channels.

(2) Distribution of entertainment films will be through the Special Services Film Exchange set up by Special Services Section, Headquarters, European Theater of Operations, U.S. Army. The location of these exchanges will be published at a later date.

(3) Projection Equipment will be drawn from Signal Corps Film and Equipment Exchanges in accordance with the provisions of Section I, Circular 99, Headquarters, European Theater of Operations, U. S. Army, dated 30 September 1944.



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(4) Air Force units, redeployed to another theater of operations, will carry projection equipment and accessories and one film per projector as organizational equipment.

b. 35mm Service

(1) Application for standard size 35mm motion picture film for exhibition in requisitioned civilian theaters or similar buildings, will be submitted to this headquarters, attention Chief of Special Services, for recommendation. Recommendation will not be forwarded when the number of troops in the area to be serviced by the theater does not approximate 4000.

(2) The Chief of Special Services, this headquarters, will be responsible for:

(a) Coordinating the supply, distribution and control of all 35 mm motion picture films exhibited in Air Force requisitioned theaters or similar buildings.

(b) Prescribing the policies and procedures under which Air Force requisitioned theaters or similar Buildings will be serviced with 35mm motion picture films.

(c) Distribution of film will be made through film exchanges to be established at strategic georgraphical locations. Location of such exchanges will be published at a later date.

3. Theatricals

a. Soldier Show Programs will be initiated in all commands and will include variety shows, musical shows, legitimate plays, audience participation shows and radio show. This program will be supplemented with jeep shows, civilian talent shows, and USO shows.

(1) Special projects may include unit theaters (complete with workshops), play writing contests, designing contests and talent contests.



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(2) Supplies and equipment, including scripts, writing materials and costumes, etc., will be furnished by the Special Services Section, Headquarters, European Theater of Operations, U.S. Army, to the extent of availability through normal supply channels.

b. Live Talent

(1) USO Camp Shows:- USO Camp Show units will be procured through the Special Services Section, Headquarters, European Theater of Operations, U. S. Army, for allocation to major commands, who will be responsible for the routing, billeting and messing within their commands.

(2) Civilian Talent Shows:- Civilian talent will be made available by the Special Services Section, European Theater of Operations, U. S. Army, upon request through normal military channels.

(3) The organization of Jeep Shows within each command is a command responsibility, and should be encouraged in order to provide a maximum of live entertainment for all Air Force units.

4. Vocational Arts and Crafts

a. The Chief of Special Services, each major subordinate command, will coordinate arts and crafts with the Information and Education Sections concerned, in order to provide a maximum of materials and equipment for the Hobby Shop Program.

b. The following handicraft kits are available for distribution:

(1) Artists Sketch Kits

(2) Block Printing Kits

(3) Celluloid Etching Kits

(4) Clay Modelling Kits

(5) Knotting and Braiding Kits



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(6) Leathercraft Kits

(7) Metal Plastic Kits

(8) Wood Carving Kits

(9) Workshops containing tools, each containing a sufficient number of tools for 50 men.

5. Social Activities

a. Dayrooms, service clubs and other such recreational facilities will be developed as completely and rapidly as possible.

(1) Dances and other social activities will be stressed.

(2) A hospitality program will be initiated, stimulating relations between the United States Army Air Forces and the people of friendly countries at such times as conditions permit.

6. Supervised Tours

a. The value of supervised recreational tours should not be underestimated. Supervised excursions to places of historical interest, internationally known museums, art exhibitions, parks, libraries, etc., will be developed to the limit of available time, personnel and transportation.

7. Music

a. This program will be initiated by major subordinate commands and will include use of organizational bands, formation of unit bands and orchestras, choral groups and glee clubs. The program will be coordinated with the theatrical program in the production of live talent shows and other entertainment.

b. The Chief of Special Services, this headquarters, will coordinate the issuance of supplies and equipment to the extent of availability and provide technical assistance.

VI. Athletics

1. An intensified athletic program will be established for all military if and when the military situation permits.



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2. The athletic program will include various phases as directed by the individual commanders concerned.

a. Mass athletics during training time.

b. Competitive athletics through organizational leagues, tournaments, meets, etc., in all echelons.

c. Informal leisure time activities.

d. Competitive championship athletics at USSTAF and in organized inter-allied games.

e. Exhibition contests.

3. Available military and civilian facilities and equipment will be utilized for the establishment of the athletic program.

4. Personnel required for the conduct of the athletic program will be selected from the military personnel of the unit or organization concerned. Major subordinate commands are responsible for the appointment by its divisions, wings and groups of qualified staff officers of appropriate grade as Athletic Officers. Such officers will be assisted by enlisted personnel as may be considered necessary.

5. Training schools will be established in all major subordinate commands for personnel assigned to the supervision and direction of the athletic program.

6. The competitive spirit will be encouraged by the recognition of winning units, teams and individuals, through prizes, awards and suitable publicity. Adequate publicity and promotion will be given to the athletic program in all echelons, through development of sports bulletins, newspaper stories, photographs, posters, radio and other prominent media.



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VII. Libraries

1. The library services, this headquarters, will coordinate the selection, assembly and distribution of books and other reading materials with the various major subordinate commands. Civilian and army librarians will be assigned by the Special Services Division, Headquarters, European Theater of Operations, U. S. Army, to major commands, to act as technical advisors in the establishment and maintenance of the libraries.

2. Training schools have been established by the Special Services Section, European Theater of Operations, U. S. Army, for personnel assigned to the direction and supervision of the library program. These schools will be supplemented by command schools for the training of selected personnel as indicated.

3. The following type of library will be allocated to the major subordinate commands:

a. Unit Library:- The basic unit in which a unit library will be established approximates 3000 men and will contain a total of from 500 to 1000 books.

b. Libraries for assembly areas, leave areas and staging areas will be provided by the Special Services Section, Headquarters, European Theater of Operations, U. S. Army, on the basis of: For each 15,000 men, approximately 3,000 to 5,000 books.

VIII. Assembly Areas, Staging Areas and Intransit to Other Theaters of Operation

1. The Commanding Officer of the Air Force assembly areas, assembly areas and staging areas will be responsible for the Special Services Program. He will appoint such personnel as is necessary to plan and operate athletic and recreation programs, and receive and distribute equipment.



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2. Special Services Officers travelling with groups or other units to another theater of operations will be responsible for the special services program for Air Force units in transit to another theater of operations.

IX. Exchanges

1. Liquidation

Unit Exchanges will be liquidated in accordance with Part III, SOP No. 25, European Theater of Operations, U. S. Army, 15 June 1944, as amended, prior to departure of a unit for an assembly area. In the event that a unit departs directly from its unit station to a staging area, liquidation will occur prior to departure for the staging area.

2. Exchanges in the Assembly Area and Staging Areas will carry stocks designed to provide the items desired by personnel enroute to the United States or other theaters. They will likewise be organized to provide amusement facilities appropriate to exchanges. Personnel may be given the opportunity to purchase advance rations consistent with the number of days travel involved.

3. Expanded Exchange Operations

Separate technical instruction will be published providing details for expanded exchange operations.



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ANNEX D

Information and Education Plan

1. References

a. MR 1-10, 5 March 1943, Morale.

b. WD RR 1-4, 15 September 1944, and Change No. 1, 1 March 1945, Personnel-Army Education Program.

c. ETOUSA Special and Morale Services Guide.

d. WD Circular 360, 1944, as amended (particularly WD Cir. 15, 1945).

e. Letter, Hq, ETOUSA, file 322, 2 November 1944, subject, "Orientation, Information and Education Program."

f. Letter, Hq, ETOUSA, file 350, 2 April 1945, subject, "Army Education Program-Post Hostilities."

g. Letter, Hq, ETOUSA, File 352.2, 12 May 1945, subject, "Post R-Day Orientation Program."

h. Letter, Hq, USSTAF, file 353.8, 25 April 1945, subject, "Information and Education Program."

i. Letter, Hq, USSTAF, file 353.8, 1 May 1945, subject, "Operation of Information and Education Activities."

j. Letter, Hq, USSTAF, 23 May 1945, subject, "Distribution of Educational Material."

2. Mission and Scope, Post V-E Day

a. To assist commanding officers in maintaining a high state of morale and discipline within their commands and be of maximum future benefit to military personnel.

b. Upon the cessation of hostilities, all training programs, excepting in units to be transferred to other theaters, will be revised so as to include the maximum amount of education consistent with the performance of and training for current and projected military duties.



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(1) The effective date for the establishment of this program and further requirements, will be announced by this headquarters.

c. Not less than one undivided hour of duty time will be devoted each week during the redeployment period by all personnel to the Orientation Program.

d. Participation in the educational program will not delay the individual's transfer from this theater or his separation from the service.

3. Responsibility

a. Operation of the I and E program is a responsibility of command.

4. Personnel

Major subordinate commanders are authorized to utilize such personnel as they deem necessary to accomplish the command responsibility for the Information and Education programs.

5. Supply

See References.

6. Information and Orientation Program

a. Purpose.

(1) To inform military personnel of the purposes and procedures of redeployment and readjustment programs and activities (see par. 4, RR 1-1). All the information media listed herein will be used to emphasize the "Why" of redeployment and readjustment, and will contain explanations designed to build up in the minds of soldiers an understanding of the need for fighting Japan, why service in ETO does not complete their military obligations, how the readjustment plan operates with fairness through a recognition of the service of individuals, and what the other reasons for the redeployment and



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readjustment program are. Information furnished by this headquarters will be used by all organization commanders and their officers to instruct their personnel carefully on the foregoing. Energetic action will be taken to combat through the use of all informational media the false rumors which will inevitably arise with respect to readjustment and redeployment.

(2) To review for the soldier the historic accomplishment of the troops in the ETO - from first preparations in England to the destruction of the German army. The contribution of the Air Forces will be reviewed. Individual units will review their particular contribution to Victory.

(3) To inform troops about Germany's consistent role as aggressor, the characteristics of the German people, their probable attitude toward the forces of occupation and why the Supreme Commander's non-fraternization policy must be carried out.

(4) To orient troops bound for active theaters, and to keep all troops informed about the continuing war against Japan.

(5) To bring to the attention of the soldier the problems of peace both as an individual and as a citizen of the American Democracy, and to help prepare soldiers for their return to civilian life.

b. Media.

(1) American Forces Network:- Radio transmitters will be installed in accordance with principles set forth in letter, Headquarters, Communications Zone, ETOUSA, AG 676.3 OpCA, 9 May 1944, subject, "American Forces Network." These transmitters will provide complete military listener coverage in training areas, assembly areas, staging areas, ports of embarkation, and the area of occupation in Germany.

(2) Stars and Stripes:- The present editions, including the weekly supplements "Marweek" and "Tomorrow", will be enlarged. They will continue to be published in the United Kingdom, France and Germany.



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(3) Yank:- Will be published in the United Kingdom, France and Germany.

(4) Army Talks, Overseas Woman, Information Bulletin, maps, and other supplementary publications will continue to be published for use in the information and orientation program.

(5) Motion Pictures:- Orientation and educational films will be distributed as indicated in supply instructions.

(6) Research studies on soldier attitudes will be carried out, and the findings made available through command channels to unit officers.

(7) Air Force:- Will be utilized as an information and education medium for AAF troops in ETO.

(8) Air WAC:- Will continue to be published; its use as a medium for Information and Education will be expanded.

(9) The Enlisted Men's Councils will be extensively employed to further the purpose of the Information and Education Program.

(10) A USSTAF Information Bulletin will be published to assist Information and Education Officers at all echelons of the U. S. Strategic Air Forces.

(a) It is intended that this publication will contain unclassified information of administrative developments (leaves, furloughs, readjustment procedures, etc.), ignorance of which at lower echelons gives rise to harmful rumors and morale problems.

7. Education Program

a. Purpose.

(1) To prepare soldiers for their return to civilian life by imparting, so far as practicable, not less than the equivalent of a fifth grade general education to all military personnel who have not received such education previously.



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(2) One or more useful vocational or professional skills or basic education leading toward such skills.

b. Command Schools.

(1) Unit schools and technical schools will be established by subordinate commanders as prescribed in AG letter, subject, "Army Education Program - Post Hostilities," 2 April 1945.

(a) Unit schools will be established in each command of approximately 1,000 men, offering general and vocational training for which specialized equipment other than text books is not required.

(b) The Air Forces and independent commands may organize and operate technical schools, at the Air Force or command level, to provide technical and vocational training; using such installations, facilities, and equipment not needed for military maintenance.

(1) Plans for such schools must be approved by this headquarters.

(c) Technical schools will be organized and operated at this level for AAF personnel in the ETO.

c. Theater Level Schools

(1) Headquarters, European Theater of Operations, will be responsible for the establishment of Army University Study Centers to provide general, pre-professional training at college and university levels, and centralized technical schools to provide specialized vocational and technical training for qualified military personnel. Entrance requirements for such centers and quotas for the major commands will be announced. Personnel will be placed on detached service while attending such schools.

d. Training within Civilian Agencies.

(1) Arrangements will be made by Headquarters, European Theater of Operations with civilian institutions within the Theater to provide instruction at college and university level or in technical schools for qualified military personnel. Entrance requirements for



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military personnel to attend civilian colleges, universities or technical schools and quotas for the major commands will be announced.

(2) Headquarters, European Theater of Operations, contemplates making arrangements with trades, industries, business, and professions to provide opportunities to study for military personnel. Successful completion of these arrangements and requirements for attendance and quotas for the major commands will be announced.

e. United States Armed Forces Institute (USAFI).

(1) ETO Branch USAFI will continue to operate within the same policies and perform the same correspondence services as at present.



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ANNEX E

Statistical Control Office

1. General

a. Maximum utilization will be made of statistical reporting channels now existent. Insofar as possible, status reports now being prepared by units in the field will be adapted to the needs of redeployment, reducing as far as possible the need for new reports.

b. In order to provide a continuity in statistical reporting, Statistical Control Officers will be assigned to the Air Force Advisory Group established at the assembly area, to Air Assembly Area and to Port Air Sections established at ports of embarkation, in addition to the Statistical Officers now assigned to each level of command under the jurisdiction of U. S. Strategic Air Forces in Europe.

c. Existing reports as called for by current directives will be continued as the standard reporting system for the Occupational Air Force.

2. Redeployment of Aircraft and Combat Crews

a. In general the detail of the movement of aircraft and combat crews will be reported to Headquarters, U. S. Strategic Air Forces in Europe through established statistical control channels.

(1) When combat crews move to and through the assembly area or water ports of embarkation, all reports will be submitted directly to Headquarters, U. S. Strategic Air Forces in Europe, Attention Statistical Control Officer.

(2) All such reports will be prepared and submitted by the Statistical Control Officer at those installations in accordance with directives and instructions to be published by Headquarters, U. S. Strategic Air Forces in Europe.

b. Reports prepared for USSTAF Headquarters:

(1) Records will be kept of activity on each aircraft shipment in this theater. At all times a complete history



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of each aircraft will be maintained up-to-date showing the number of aircraft called for, the shipment designation, the date the shipment was established, and all movements of aircraft. Similar records will be maintained covering movements of combat crews.

3. Personnel Reports.

a. Reports Required from Units. Personnel Status Reports (AAF Form 127) and Morning Reports (WD AGO Form 1) are at the present time being completed by all units under USSTAF. These will serve as the basic personnel reports to be required from individual units during redeployment activities. From them, the Statistical Control Units of each subordinate headquarters, and Statistical Control Office, this Headquarters, will obtain all necessary data.

b. Strength Accountability. The Statistical Control Office, Headquarters USSTAF, will receive reports and assume strength accountability functions for the AAF units in the Assembly Area Command, as well as all AAF units which have departed this Theater, but which have not arrived at destination. Since there will be no comparable assembly area in the UK, strength accountability will be discharged by command Statistical Control Units until the organizations depart from home stations. At that time, Statistical Control Office, Headquarters USSTAF, will assume strength accountability until the organization reaches its final destination.

c. Reports Prepared for USSTAF Headquarters. The Statistical Control Office will continue present organization strength, authorization, and status reports, incorporating into them data on the designation of units to be redeployed, the scheduled date and disposition of the units, together with indication of units which have not met their commitment dates. Further, there will be prepared as often as desired, requirements studies, showing the MOS breakdown called for in the units to be redeployed, as compared to totals of personnel presently assigned to the commands, with the corresponding overages and shortages indicated.



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4. Adjusted Service Rating Reporting.

a. Personnel service factors outlined in WD RR 1-1, 15 Feb. 45, "Plan for Readjustment of Military Personnel after the Defeat of Germany" are being maintained on a current basis by each Statistical Control Unit and published monthly as a part of Monthly AAF Classification and Audit Lists (SC Forms 650 and 651). Therefore, although service factor multiples have not been released by the War Department as of this date, the basic information necessary for the computation of Adjusted Service Ratings exist at each Statistical Control Unit.

b. Instructions for the completion of Adjusted Service Rating Cards are contained in ETO Circular 51 which contains instructions for the compilation of the report called for by paragraph 29a., WD RR 1-1, for Army Air Forces Personnel in this theater.

c. Headquarters, ETOUSA, will designate an effective reporting date, referred to as "E-R Day", in connection with the Report of Total Adjusted Service Rating Credits. This date will be communicated to each Statistical Control Unit. On "E-R Day" each Statistical Control Unit will apply an Adjusted Service Rating conversion deck to individual status cards and produce Adjusted Service Ratings for each enlisted person, and compile, for the command concerned, the following reports

AIR FORCE OR COMMAND _____ As of DATE _____

| Column (1) TOTAL CREDITS | Column (2) EM - WM* asgd & atchd, unasgd to AAF troop basis units. | Column (3) EM - WM* asgd & atchd, unasgd to non-AAF troop basis units asgd or atchd to air force or command | Column (4) Total of columns (2) & (3) |
|---|---|---|---|
| Unknown | 10 | - | 10 |
| 12 | 1 | - | 1 |
| 13 | 2 | - | 2 |
| 16 | 5 | 1 | 6 |
| 95 | 30 | 2 | 32 |
| 96 | 41 | 6 | 47 |
| 97 | 8 | 1 | 9 |
| TOTAL | 225 | 10 | 235** |



ANNEX E



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*Strike out inapplicable - Separate tabulation prepared for enlisted men and enlisted women.
**Must agree with MR total for as of date of report.

---

d. The above report will be dispatched so as to arrive at the Statistical Control Office, this headquarters, not later than "E-R Day" plus 7.

e. As the personnel status cards are processed for each unit, in preparing the report outlined in par. c. above, the Statistical Control Units will prepare a special AAF Classification and Audit List for each unit, which will show, in addition to information normally contained, the Adjusted Service Rating Score for each man. These C & A Lists will be forwarded to each unit for audit. Audit will be completed and the lists returned to the servicing SCU not later than "E-R Day" plus 11. The audit will be based upon a completed, certified, witnessed Adjusted Service Rating card completed in accordance with theater instructions in each unit.

f. Technical machine operating instructions will be furnished to each Statistical Control Unit separately.

5. Movement Contol.

The Statistical Control Office will maintain records on the location, assignment and movement status of all units and echelons. Information requisite for these records will be obtained from already existing reports with such additional reports as are necessary from assembly areas, reinforcement depots or battalions, and ports of embarkation.

a. The major command, at time of departure, will report units enroute to the assembly area, the date of departure, the strength of each unit (showing officers and enlisted personnel, male and female), and expected date and hour of arrival at assembly area, by the most expeditious means of communication.

b. A similar report will be prepared by the USSTAF reinforcement Battalion concerned on the movement of casual shipments.

c. A daily report will be submitted from each assembly area indicating.



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(1) Units ordered in.

(2) Units arriving.

(3) Units departing.

d. A daily report will be submitted from each port of embarkation indicating

(1) Units ordered in.

(2) Units arriving.

(3) Units departing.

e. The above reports will be submitted by Statistical Control Units at each command and statistical control officers at assembly areas and ports of embarkation and will be integrated with movement and sailing reports required by ETO-SOP No. 61 - ETO-POM-RED.

6. Supply.

a. Reports on Organizational Equipment.

(1) General - There will be two forms utilized in reporting on organizational equipment during the period of redeployment.

(a). "Report of Equipment to be Returned to the U.S.", to be used by all units moving from the ETO to the U.S.

b. "Unit Commander's Equipment Report" - to be used by all units being redeployed directly to active theaters. These reports are prescribed in ETO-SOP No. 61 - ETO-POM-RED and will be completed by Air Force units on all equipment, a separate report being prepared on equipment authorized and furnished by each service (Air Corps, Ordnance, Engineer, Signal, etc.).

(2) Procedure as outlined in ETO-SOP No. 61 - ETO-POM-RED with regards to the completion of these reports will be followed, and in addition

a. Two copies of each report will be furnished to the Port Air Officer of the Port of Embarkation through which the Unit's organizational equipment is to be forwarded. The Port Air Officer will insure final editing of the report, noting by organization-



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al equipment item, name and number of the ship that the equipment is forwarded on. Distribution of these two copies will be:

1 to CG, BADA

1 to Unit Commander at Destination.

b. Miscellaneous Supply Reports

(1) Responsibility for the European Theater of Operations consolidation of the following statistical reports pertaining to AAF supplies and equipment has previously been delegated by this Headquarters to Hq Base Air Depot Area:

| REPORTS | APPLICABLE DIRECTIVES |
|---|---|
| Overseas AAF Aircraft Engine Reports | WD ltr, AG 452.13 (14 Oct 44) OB-S-D-AAF-M 6 November 1944<br><br>WD ltr, AG 452.13 (23 Feb 45) OB-S-D-M, 26 February 1945 |
| Report of Air Forces Photographic Operations and Equipment on Hand | AAF Regulation 15-10, 15 October 1943<br>USSTAF Regulation 15-3, 15 February 1945,<br>Ltr Hq AAF, "AAF Form 10 (Report of Air Forces Photographic Operations and Equipment on Hand)", 23 March 45. |
| Monthly AAF Ground Radar Equipment Report | WD Ltr, AG 400 (1 Feb 45) OB-S-D-M, 27 February 1945. |
| Monthly Inventory Status Report of AAF Communications Items | WD Ltr, AG 400 (1 Feb 45) OB-S-D-M, 27 February 1945. |

The European Theater of Operations consolidation of these reports and their submission to HQ, AAF will continue to be the responsibility of Base Air Depot Area during the redeployment period. This headquarters will keep Hq Base Air Depot Area currently apprised of such data relative to movement of units and Headquarters now submitting subject reports as is necessary to permit the continued effective accomplishment of the responsibility. In connection with reports which will be required from organizations passing through assembly areas (water and air) and ports of embarkation, Hq Base Air Depot Area will be authorized direct communication with the Statistical Control Officers assigned to each assembly area or port of embarkation.

(2) Each air force and command under the administrative control of USSTAF is currently submitting a Monthly



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Aviation Fuel report to this Headquarters, showing stocks of aviation fuel of each grade on hand in units or at stations and net withdrawals from storage during the period. It will be the responsibility of each command to insure that net withdrawals for the month to date of departure and closing stocks of aviation fuel at the time units depart their home stations for redeployment are included in the monthly summary report to this Headquarters.

7. Status and Readiness Report

The Statistical Control Office, Headquarters, USSTAF, will be responsible for issuing directives and obtaining Readiness Status Reports in all units being redeployed directly to an active theater and Final Status Reports (as prescribed by ETO-SOP No. 61-ETO-FOM-RED) on all units departing this theater.

8. Redeployment Control Reports.

It is planned that the Statistical Control Office will publish two Redeployment Control Reports during the redeployment period, for the use of interested staff sections at this headquarters. Information for these reports will be obtained from already existing records and through regularly established reporting channels.

a. Daily Redeployment Movement Report - This report will list movements during the previous 24 hours, from the Air Forces and commands to assembly areas, staging areas and ports of embarkation. The report will also contain a list of units alerted for movement on a daily basis and readiness date.

b. Fifteen Day Redeployment Progress Report - will be prepared for distribution to those staff agencies whose function would render such information essential. This report will consist of the following information on those units that are scheduled to move in a given period of time. This report will be a semi-monthly recapitulation of the daily changes published in Redeployment Movement Report described in a. above.

(1) Unit

(2)Shipment Number.

-/-



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(3) Destination.

(4) Type of Aircraft (for those units with flight echelons).

(5) Date of Warning Order.

(6) Date of Movement Order.

(7) Personnel Readiness Date.

(8) Impediments Readiness Date.

(9) Date Status Report Submitted.

(10) Date Status Report Approved.

(11) Date of Departure from Home Station.

(12) Date of Arrival in Assembly Area.

(13) Date of Departure from Port of Embarkation.



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ANNEX F

Miscellaneous Administrative Instructions

1. Perfection of Personnel Records

a. Commanders of all echelons will be responsible for the perfection of personnel records in the manner prescribed by existing directives before the departure from their commands of personnel under the Redeployment and Readjustment Programs.

b. Operating teams of trained personnel will visit units and installations in order to check the condition and accuracy of personnel records and deficiencies noted will be corrected.

2. Disposition of Records

a. General:- Upon redeployment it is essential that the official records of each unit be properly disposed of in accordance with Theater Directives. It is also of the utmost importance that other documentary material be preserved to insure an adequate historical record of the participation of the AAF in the European War.

b. Official Unit Records.

(1) Only current organizational records needed during movement will accompany units from this theater. Current records which will not be required for use during the period of movement will be screened, arranged in general classes, boxed and shipped with unit impedimenta, as prescribed in Readjustment Regulations (RR 1-2).

(2) All non-current records of units and installations in the theater will be disposed of in accordance with Circular 121, 1944, Headquarters, European Theater of Operations, U. S. Army.

c. Historical Records:- Each organization headquarters may have in the files of its staff sections, as apart from its official files, operational, intelligence and logistical documents (staff studies, reports, correspondence, inter-office



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memoranda, directives, publications, etc.). It is important that all material of this nature of possible historical interest or of use in air staff schools of the future, be preserved. Historical Officers of all AAF organizations down to and including the group level, in coordination with intelligence and other staff officers, will be responsible for the preservation and collection of all documentary materials of historical value, and for forwarding such documents, in accordance with AR 345-105, c.4, paragraph 11, to the Commanding General, Headquarters, Army Air Forces, Washington, D. C., Attention, AC/AD, Intelligence, Historical Division. Staff Section records will not be disposed of until the Historical Officer has examined them and extracted materials for preservation.

3. Military Justice

a. Principles.

(1) Until such time after the cessation of hostilities as a peace treaty is concluded with Germany, or Congress amends Article of War 42, whichever event is the earlier, the occupational period will continue from the viewpoint of military justice to be considered as "a time of war."

(2) Commanders of all echelons will take vigorous action to prevent or correct any relaxation of military discipline, and to expedite the disposition of all courts-martial charges.

(3) (a) There will be no general program of mass leniency to or liberation of persons in confinement. Military personnel under charges, whether for offenses committed prior to or subsequent to an armistice, will be tried, and the wartime scale of punishment applied.

(b) No central authority will be established for the discipline of personnel under charges.

(c) Garrison prisoners may be restored to duty in meritorious cases.

(d) Personnel in disciplinary training centers



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so far as he is able, any other legal advice and assistance; and when not able to furnish the advice or assistance requested will consult with reference thereto with the staff Judge Advocate of the headquarters exercising general court-martial jurisdiction over the unit.

b. At each station where there is no Courts and Boards Officer of Legal Officer, the Commanding Officer will, immediately upon receipt of first official notice of impending movement, advise the headquarters exercising general court-martial jurisdiction over the unit, and that headquarters will arrange for a qualified officer to be placed on temporary duty at the station concerned, and will advise the commanding officer of the date of such officer's arrival at the station. Upon receipt of such information, the Commanding Officer will publish a notice bringing the attention of each member of the unit that such officer will be available to give advice and render assistance with references to wills and powers of attorney and any other legal matters. The officer so placed on temporary duty will prepare wills and powers of attorney for any member of the unit who requests him to do so, and will furnish other legal advice and assistance so far as he is able to do so.

6. Administrative Instructions.

a. General administrative instructions for the preparation of oversea movements are contained in ETO-SOP No. 61, ETO-POM-TED.

b. Supplementary administrative instructions for oversea movements will be contained in administrative instructions accompanying the movement orders.

7. Awards and Decorations

Policies and procedures with respect to awards and decorations will be in accordance with current War Department and Theater instructions.

8. Marriages

Existing policies will remain in effect.



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will remain in custody. However, rehabilitation practices will continue in accordance with theater directives (see par. 4, RR 1-1).

b. General Court-Martial Jurisdiction.

(1) General Court-Martial jurisdiction over Air Force personnel at the Communications Zone Assembly Area on the continent will be exercised by the appropriate Communications Zone commanding officer.

(2) General court-martial jurisdiction over units and individuals at Air Assembly Areas will be exercised at each such area by the commanding officer of the major command or BADA having command jurisdiction over the area, unless express orders to the contrary are issued by this headquarters.

4. War Crimes Information

War Crimes Questionnaire (ETOUSA War Crimes Form No. 8) will be completed at the unit station by each individual being redeployed, except individuals being redeployed through the Communications Zone Assembly Area, and any necessary interrogation will be made in accordance with letter, Headquarters, European Theater of Operations, U. S. Army, 28 April 1945, subject, "War Crimes Interrogation of U.S. Military and Civilian Personnel" File AG 000.5 OPJA, and 1st Indorsement, this headquarters, thereon, 3 May 1945, File AG 000.5.

5. Legal Assistance

a. At each station where there is a Courts and Boards Officer or Legal Officer, the Commanding Officer, upon first official notice of impending movement, will publish a notice bringing to the attention of each member of his unit that the Courts and Boards or Legal Officer is available to give advice and render assistance with reference to wills and powers of attorney and any other legal matters. The Courts and Boards or Legal Officer will prepare wills and powers of attorney for any member of the unit who requests him to do so, will furnish



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9. American Red Cross

American Red Cross activities will continue as at present, and will have as their objective the enhancement of the morale of the troops by the adequate provision of American Red Cross personnel, clubmobiles, cinemobiles, donut dugouts, service clubs, ranger service and home service operations in all areas accessible to troops.

10. Transportation of Dependents

a. Return of dependents from this theater to the United States is governed by the provision of War Department letter, File AG (23 Oct. 44) OB-S-E-M, dated 23 November 1944, subject, "Return of Dependents from Overseas", and first indorsement thereto by Headquarters, European Theater of Operations, U. S. Army, dated 7 March 1945.

b. Policy for the transportation of dependents from the United States to this theater will be published when instructions are received from the War Department.

11. Claims

Action will be initiated at the earliest time to settle claims in accordance with Circular 118, Headquarters, ETOUSA, 8 December 1944. If final action cannot be taken prior to the unit's departure from unit station, adequate information will be set forth in appropriate records in order to facilitate final action prior to departure from this theater, or after arrival in another theater.

12. Separation from the Service of Female Military Personnel.

a. General:- All female military personnel enlisted women of the Women's Army Corps who desire separation from the service because of the separation of their husbands, will be separated. The eligibility of such personnel for separation will not be affected by their adjusted service rating scores, nor will military necessity govern in these cases.



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b. Procedure.

(1) The immediate commanding officer of the female military personnel concerned will secure proof of the husband's separation in the most expeditious manner.

(2) Until such time as satisfactory evidence of such separation is secured, the female personnel concerned will remain with their organizations. When such evidence has been secured, they will be transferred to the reinforcement depot designated by Headquarters, European Theater of Operations, for the accomplishment of the necessary procedures.

13. Postal Procedures

USSTAF Reg. No. 80-16, 23 May 1945, prescribes in detail the postal procedure to be followed by Air Force units that do not process through the assembly area. All other Air Force units will be governed by theater instructions issued in an amendment to ETO Circular No. 17, Postal SOP, for redeployment and readjustment and by ETO-SOP No. 61, ETO-POM-RED, 19 May 1945.



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ANNEX G

## Plan for Relinquishing AAF Airdromes and Other Installations Located within the European Theater of Operations

I. In the United Kingdom

1. a. Whenever units of the United States Army Air Forces intend vacating headquarters, depots, airfields and other large air force installations within the United Kingdom, notice will be given through Army Air Force command channels as far in advance as possible (in the case of large installations, at least 30 days prior to the proposed date of vacation) to the Commanding General, U. S. Strategic Air Forces in Europe, who will determine whether the installation is still required for air force purposes. In the event that 30 days notice cannot be given before vacation of an installation, because of unforeseen operational moves or tactical disposition of units, the air force will furnish a holding party until the station is taken over by the Air Ministry or their representative.

b. In the event an installation is no longer required by the Army Air Forces, the Commanding General, U. S. Strategic Air Forces in Europe will notify the British Air Ministry and the Commanding General, United Kingdom Base. Base Air Depot Area, ASC, USSTAF has been designated by U.S. Strategic Air Forces in Europe as representative for them in responsibilities for accommodation stores. USSTAF Reg. No. 85-7A covers this matter in detail and requires one copy of the report to be submitted to Headquarters Communications Zone.

2. The request for release of small parcels of land or buildings will be submitted through command channels to the Commanding General, United Kingdom Base who, in turn, requests the Air Ministry to dorequisition or take over the property. The 30 days notice of vacation of property to the Air Ministry relieves the air forces and United Kingdom Base of responsibility for the property after expiration of the period. In the event



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the installation is vacated without the 30 days notice, the Air Forces will furnish a holding party until the property is accepted by the Air Ministry or until the 30 day period has expired.

3. The Air Ministry will set the actual date of transfer, will issue instructions to the unit taking over and will advise the Commanding General, U.S. Strategic Air Forces and the Commanding General, United Kingdom Base. The Engineer, United Kingdom Base or his representative will be present at the transfer to coordinate between the Army Air Forces and the Air Ministry. A Condition Report (in duplicate) will be submitted by the U.S. station or installation commander, to the Engineer, United Kingdom Base or his representative, showing the condition of buildings, fixtures and grounds. This Condition Report will be certified by the U.S. station or installation commander and the Air Ministry Clerk of Works on the station when the property is handed over to the Air Ministry or their representative.

II. In Liberated or Occupied Territories

3. Whenever units of the U.S. Army Air Forces intend vacating an installation within liberated or occupied territories, on the Continent in the western part of Europe, the following procedure will be followed:

a. Airfields:- The Deputy Supreme Commander, Supreme Headquarters Allied Expeditionary Forces (Main) Air Staff, is responsible for the allocation and assignment of available airfields between the Tactical Air Forces, and for reassignment of the airfields to other forces or agencies as they cease to be required for tactical operations.

b. Approximate dates airfields are to be vacated, or will be available for reassignment, will be given through Air Force channels, as early as possible along with pertinent information on the serviceability of runways, dispersal and taxi tracks. If the vacating agency desires to recover any air fields, construc-



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tion materials, supplies, and/or property from a site to be vacated by it, such will be noted at this time.

c. Supreme Headquarters, Allied Expeditionary Forces (Main) Air Staff, will give notification of airfields or dates of expected vacancy to all agencies concerned. Any Agency requiring the use of airfields now vacated, or due to be vacated, will make requests to the aforementioned headquarters for reassignment to them of the desired airfields. If no requests for use of a vacant airfield is received within a period of two weeks after its availability has been announced, the airfield will be abandoned and all concerned so notified by Supreme Headquarters, Allied Expeditionary Forces (Main) Air Staff.

4. a. Installations other than Airfields:- The appropriate Town Major, or Base Section Engineer, Communications Zone, is responsible for the allocation orassignment of real property between Air Force units and other forces and agencies.

b. When a unit intends to vacate real property notice thereof will be given, preferably four days in advance, to the appropriate Town Major or Base Section Engineer, Communications Zone, in writing. This correspondence should give the location of the property and the date it is expected to be vacated.

c. Before vacating real property the Commanding Officer of the occupying unit will designate a party under his command to asist the appropriate Town Major or a representative of the Base Section Engineer, Communications Zone, in checking the survey or inventroy and to explain any deficiencies or damage. In the event that the Town Major or representative of the Base Section Engineer, Communications Zone so desires, the Commanding Officer of the Station will cause a check to be made of the survey and inventory noting any deficiencies or damage and notifying the Town Major or representative of the Base Section Engineer, Communications Zone, thereof.



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III. General

5. Airfields, installations, and accommodations being vacated by the Army Air Force will be released in the best possible condition but no rehabilitation of facilities will be undertaken by the vacating forces.



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ANNEX H

Maintenance Procedures

1. For serviceability standards of Air Force procured and controlled equipment to be shipped to the Pacific Theaters, or to the United States, see Annex I.

2. For aircraft redeployment modifications see Annex J.

3. For additional instructions concerning maintenance of common user items see Redeployment Instruction No. 1, Headquarters, European Theater of Operations, U.S. Army, 26 January 1945.

4. For preservation standards for oversea shipments, see Annex I.

5. For condition in which Army Air Force procured and controlled equipment must be put before disposition in the Theater, normal procedures will govern.

6. Normal procedures will govern in the determination as to when an item of Army Air Force procured and controlled equipment is economically repairable.

7. Requirements for redeployment of flight echelons over Air Transport Command routes will be in accordance with the provisions of letter this headquarters, subject, "Requirements for Redeployment of Flight Echelons from European Theater of Operations over Air Transport Command Routes," dated 5 May 1945, and subsequent revisions thereof.



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ANNEX I

Serviceability Standards for Army Air Force
Procured and Controlled Equipment

1. Equipment, including aircraft, as provided by the appropriate T/O and T/E and by any redeployment instructions from Headquarters, Army Air Forces, of each unit to be redeployed from this theater will be in first class serviceable condition. Equipment, including aircraft, in possession of each such unit which is in excess to the preceding requirement will also be placed in first class serviceable condition.

2. In the event appropriate Technical Orders apply to such equipment, standards therein established will control, unless waived in writing by this headquarters and unless:

a. In the event a modification has already been accomplished in accordance with current existing Theater Maintenance Instruction, the standards therein established will control.

b. Ball turrets which have already been removed from B-24 aircraft need not be reinstalled. No further removals are authorized.

c. Chin and/or ball turrets which have already been removed from B-17 aircraft need not be reinstalled. No further removals are authorized. To the maximum extent possible, such aircraft will be transferred and assigned to groups earmarked for the OAF.

d. 85 gallon fuselage fuel tanks which have already been removed from P-6 aircraft need not be reinstalled. No further removals are authorized.

e. In case of aircraft to be flown from this Theater, aircraft will conform to additional standards and requirements of Air Transport Command as indicated in letter this headquarters, subject, "Requirements for Redeployment of Flight Echelons from European Theater of Operations over Air Transport Command Routes," dated 5 May 1945, and current revisions thereof.



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f. In case of aircraft to be redeployed from this Theater but not directly to new Theaters of Operation, aircraft will conform to additional requirements of Headquarters, Army Air Forces, as indicated in Column B of Annex L.

3. To the maximum capacity and extent, accomplishment of all maintenance standards and requirements will be the responsibility of the major subordinate command, prior to the redeployment of one of its units, except:

a. It will be the responsibility of the Commanding General, Base Air Depot Area, ASC, USSTAF, except where waived by such command, for the fungi-proofing of Airborne Signal equipment installed in aircraft to be redeployed directly to new Theaters of Operation; to be accomplished at the time that the aircraft, in first class serviceable condition, has been delivered in accordance with provisions of paragraph 6 hereof.

4. Except as indicated in paragraph 3a above, accomplishment of fungi-proofing of all signal equipment, Airborne and Ground, Army Service Force and AAF procured and controlled, to be redeployed directly to new Theaters of Operation will be the responsibility of the major subordinate command possessing the same.

5. Present policy "that any aircraft to be transferred from one Air Force to another Air Force, or to another theater or to the United States will first be processed and conditioned in the Base Air Depot Area, ASC, USSTAF" will not apply to the redeployment of aircraft, including their transfer to Occupational Air Force. Echelons of maintenance responsibility in effect prior to redeployment will be continued and the accomplishment of only such maintenance as is beyond the capability of major subordinate commands will be undertaken by Base Air Depot Area, ASC, USSTAF.

6. Responsibility for the preparation and processing of aircraft for water shipment, after the delivery of such aircraft to Speke in first class serviceable condition (a 100 hour inspection will have been accomplished prior to delivery), will be the responsibility of the Commanding General, Base Air Depot Area, ASC, USSTAF.



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ANNEX J

Aircraft Redeployment Modification Chart

(Not attached because of "Confidential" classification. See Annex "N", Tentative USSTAF Redeployment and Readjustment Plan 13 May 1945 - SECRET.)



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ANNEX K

Readjustment of Officer Personnel

(To be Issued)



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HEADQUARTERS
UNITED STATES STRATEGIC AIR FORCES IN EUROPE
Office of the Commanding General

APO 633, U. S. Army
13 May 1945

TENTATIVE USSTAF REDEPLOYMENT AND READJUSTMENT PLAN

CONFIDENTIAL

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Tentative USSTAF Redeployment and Readjustment Plan

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d. Army Air Force Letter (C)55-3, subject: "Policies and Procedures for Redeployment of Army Air Forces", 15 August 1944.

e. Letter AG 370.5 (10 Aug 44) OB-S-E-M, subject: "Procedure for Return of Individuals (Short Title: PRI)", dated 16 August 1944 and letter AG 370.5 (22 Dec 44) OB-S-E-SPOT-M, Subject: "Supplement No. 1 to PRI", dated 23 December 1944.

f. Six War Department publications, as follows:

(1) Plan for Readjustment of Military Personnel after the Defeat of Germany (RR 1-1), War Department, dated 15 February 1945.

(2) Procedure for Readjustment Movements (RR 1-2), War Department, dated 15 September 1944.

(3) Athletic and Recreation Program (RR 1-3), War Department, dated 15 September 1944.

(4) Army Education Program (RR 1-4), War Department, dated 15 September 1944, and Change No. 1, dated 1 March 1945.

(5) Procedures for Readjustment of Officers, Warrant Officers and Flight Officers after the Defeat of Germany (RR 1-5), War Department (to be issued).

(6) Personnel Standard Operating Procedures for Demobilization of Category IV Elements, (RR 1-6), War Department, dated 16 February 1945.

g. Preparation for Overseas Movement ETO-POM-RED (now being published and will be distributed to all units on or about 1 June 1945).

3. Assumptions

a. The day designated by the War Department for the Commencement of full redeployment and readjustment (R Day) may or may not correspond with V-E Day. However, it will be assumed for planning purposes that R Day will be the same as V-E Day. In connection with this assumption, the following will be kept in mind:

(1) If R Day does not correspond with V-E Day, partial redeployment will continue to occur at a rate which may tend to increase as the military situation in this theater improves.

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HEADQUARTERS
UNITED STATES STRATEGIC AIR FORCES IN EUROPE
Office of the Commanding General

S E C R E T
AUTH: CG USSTAF
DATE: 13 May 45
INITIALS:

APO 633, U S Army
13 May 1945

TENTATIVE USSTAF REDEPLOYMENT AND READJUSTMENT PLAN

SECTION I

General

1. Purpose

The purpose of this plan is to accomplish the further development of coordinated and comprehensive Redeployment Plans of Air Forces and major Air Force commands in the European Theater of Operations in conformity with existing directives and announced policies of:

The War Department
European Theater of Operations, U. S. Army
Headquarters, Army Air Forces
This Headquarters

and to provide subordinate commands with sufficient information to permit them to develop their detailed plans and to issue their necessary instructions for implementation of the Redeployment Plan. Additional necessary detailed instructions will be issued at appropriate times by this headquarters.

2. References

The contents of this plan are based on the following listed references, from which appropriate extracts of principal features are included herein:

a. Letter AG 320.2 (15 Feb 45) OB-S-E-M, subject: "Policies and Procedures Governing the Redeployment of the Army upon Cessation of Hostilities in Europe" 27 February 1945.

b. Current issue of U. S. Strategic Air Forces in Europe Redeployment Schedule, 15 March 1945.

c. Letter, AG 400 (2 Apr 45) OB-S-E-M, dated 7 April 1945, "War Department Policies and Procedures Governing the Redeployment of the Army Upon Cessation of Hostilities in Europe", Annex A, (WD Shipping Plan for Period I), and letter AG 370.5 (24 Nov) OB-S-E-M, dated 27 November 1944, same subject, Annex B, (with three inclosures. Distribution of inclosures now being made.).



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(2) The date for commencement of personnel readjustment may be prescribed by the War Department as a date other than R Day.

(3) Candidates

(a) That readjustment is secondary to redeployment: hence it is likely that, during the early part of redeployment the requirements of military necessity with respect to individuals will negate the provisions of RR 1-1 insofar as the eligibility for "Candidate" status under this plan is concerned.

(b) That the movement of candidate personnel will be limited to that shipping which is available to this theater after first meeting the requirements for:

(1) The redeployment of Category II units in compliance with War Department instructions.

(2) Medical evacuations.

(c) That rotation of individuals to the United States on temporary duty for rest, recuperation and rehabilitation will cease on V-E Day except that:

(1) After V-E Day and prior to the announcement of the critical score, only such personnel who apparently most nearly meet the standards for the status of candidate personnel under this plan and the provisions of RR 1-1 will be considered eligible for return to the United States.

4. Policies

a. The current redeployment schedule prepared by this headquarters 15 March 1945 in accordance with the First Edition of War Department Forecast, Atlantic Section, will be used as a guide for redeployment planning purposes by staff agencies of this headquarters, the Air Technical Service Command in Europe, and subordinate commands in the development of detailed plans and procedures for implementation of redeployment functions.

b. The schedule mentioned above covers a twelve (12) month period, with the first units scheduled to commence movement from this theater on R-Day, which date will be announced by the War Department, however, the majority of AAF units and individuals will depart the European Theater of Operations within the first nine (9) months of this period leaving only a few units to be moved



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in the remaining three (3) months. Units scheduled for redeployment within a given month will have personnel and equipment ready for movement from home stations on the first day of that month, pending notification of specific readiness date.

c. Final screening of personnel in compliance with the provisions of the War Department Plan for Readjustment of Military Personnel (RR 1-1) and as directed by Headquarters, Army Air Forces to conform to selection of units into categories, will be effected upon direction of the War Department after the cessation of hostilities in Europe.

d. (1) All units to be redeployed direct to other combat theaters will be organized and equipped prior to departure from this theater, in accordance with standard T/O's and E's (with two (2) percent overstrength in personnel) and with reserve aircraft and combat crews to be announced by the War Department.

(2) Category II units returning to the United States for eventual redeployment to other combat theaters, will also be organized, prior to departure, in accordance with standard T/O's and will return with minimum essential equipment only and with ten (10) percent overstrength in personnel. Full T/E equipment will be shipped from this theater, direct to final destination for those units.

(3) Category IV units returning to the United States for demobilization will return with minimum essential equipment only and may be increased to fifty (50) percent overstrength.

e. Units which are scheduled for redeployment will be returned when time and other considerations permit, to the United States for final rehabilitation and reconditioning before being moved to the Pacific.

f. Some critical units which are required immediately for use in the Pacific Area but which will not be available in the United States during the initial stages of redeployment, must be moved directly to the Pacific without staging through the United States.

g. Units will be converted from one type to another upon specific direction of the War Department, both in this theater and in the United States, preferably the latter if available shipping permits early transportation thereto



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of the personnel and critical equipment required.

h. Units scheduled for redeployment will be maintained at full T/O strength and with full T/E and/or Special (SLOB) equipment and will continue their training including such specialized training for service in the new area as time and facilities may permit. These units will be maintained at T/O strength in accordance with the provisions of RR 1-1, 15 February 1945, which identifies them as being in "Category II."

i. Units and individuals will be selected for forces of occupation, for redeployment, for unit conversion, and for inactivation or discharge in accordance with principles enumerated in RR 1-1, 15 February 1945, except when military necessity dictates otherwise. In general, the selection of units for retention in or movement from this theater will be governed by the following principles, as outlined in RR 1-1, 15 February 1945, in order that the least amount of personnel readjustment will be necessitated within units:

(1) For redeployment directly to active theaters, without staging through the United States, units should ordinarily be selected from those having the least number of men with high adjusted service rating scores. (Some of these elements to be redeployed early may have to move prior to receipt of either the adjusted service rating multiples or the critical scores. In this case, see paragraph 6-a of RR 1-1, 15 February 1945).

(2) After the selection of units required in (1) above, the units to be returned to the United States for conversion, or rehabilitation and reconditioning prior to redeployment, will ordinarily be those units remaining which have the least number of men with high adjusted service rating scores.

(3) After selection of units required in (2) above, units to be assigned to occupational forces will ordinarily be those units remaining which have the least number of men with high adjusted service rating scores.

(4) In general, selection of units to be returned to the United States for final disposition will be those units having the highest number of men with high adjusted service rating scores.



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NOTE I: In each of the above categories, type aircraft scheduled for respective theaters and requirements for various types of tactical and service units to active theaters may require exceptions to the above policy for certain units.

j. With a view to utilizing to the maximum extent all types of military equipment already produced and to reduce requirements for additional production for the war against Japan, the following principles will govern:

(1) Organizational equipment, ammunition and Class IV supplies will be transferred from the European-Mediterranean and other inactive theaters to the Pacific to the maximum extent practicable, as directed by the War Department.

(2) As a general rule, minimum essential equipment (including such critical items needed for training as may be directed by the War Department) will accompany units to be returned to the United States prior to redeployment. Insofar as is practicable within the capabilities of theater stocks the balance of T/E equipment required will be shipped direct to the Theater of destination.

(3) Items of equipment needed to meet the foregoing requirements (1 and 2 above) may be recovered from units returned to the United States for inactivation or conversion. Other equipment of those units will be disposed of in accordance with the War Department instructions then in effect.

k. (1) All units except those scheduled for movement within the first forty-five (45) days after R-Day, will be relieved from operational duties approximately forty-five (45) days prior to the readiness date for scheduled redeployment.

(2) Units and individuals will be as completely prepared at their home stations as existing facilities permit. Organizational equipment will be placed in combat serviceable condition by unit maintenance personnel.

l. Major commands which now control the units that will eventually become part of the permanent Occupation Air Force will release such units to the Ninth Air Force as quickly as feasible after V-E Day, and not later than





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-E Day plus 30, unless otherwise mutually agreed by Headquarters, Ninth ir Force and the headquarters of the command furnishing the units.

m. The following units have been included in the Occupational ir Force as an augmentation for the purpose of providing additional means or accomplishing Air Disarmament functions:

| | OFF | WO | EM | ACG |
|---|---|---|---|---|
| 1 Comp Comd, Hq & Hq Sq | 97 | 7 | 310 | 414 |
| 4 QM Trk Co, Avn | 12 | - | 396 | 408 |
| 3 Serv Gp, Hq & Base Serv, Sq. | 72 | 3 | 786 | 861 |
| 3 Engineering Sq, Serv. Gp. | 24 | 3 | 657 | 684 |
| 3 Material Sq, Serv. Gp. | 21 | 3 | 402 | 426 |
| 5 Mbl Recl & Rep Sq | 35 | 5 | 875 | 915 |
| 3 Sta Comp Sq. | 33 | - | 276 | 309 |
| 4 Med Disp, Avn (RS) | 12 | - | 52 | 64 |
| 1 MP Co, Avn | 4 | - | 97 | 101 |
| 1 Sig Co, Serv, Avn | 15 | - | 213 | 228 |
| TOTAL | 325 | 21 | 4064 | 4410 |

n. Formal Status Reports will be prepared on each unit, covering personnel, administration (including records) training and equipment and cleared by this headquarters prior to departure of any unit from this theater.

o. In cases of conflict between requirements for redeployment, or when it appears that compliance with announced requirements will seriously affect the combat efficiency of any unit or individual, military necessity may override any other requirements and may dictate final action to be taken. This principle will not be exercised, however, below the commands next subordinate to this headquarters, without the knowledge and concurrence of the Commanding General of the Air Force or major command concerned.

5. Scope and Responsibilities

a. The Air Force redeployment program within this theater will involve all Air Force units and individuals assigned to this theater, to include the complete bulk allotment allocated by the War Department to the Air Forces in the European Theater of Operations. Upon completion of the program, all Air Force Units and individuals now in this theater, with the exception of the U.S. Group Control Council (Germany), Air Transport Command activities and certain depot installations will have been redeployed direct to other theaters, returned to the United States, or absorbed by the Occupation Air Force.

b. Responsibilities for all phases and functions of the redeployment program will strictly follow channels of command. Commanders of all echelons







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are charged with the responsibility of adequately preparing their units for redeployment in accordance with the provisions of this plan. All concerned are herewith directed to analyze the redeployment problems with which their activity is concerned, to develop their detailed plans insofar as possible for accomplishing the particular responsibilities with which charged.

6. Definitions as Used in This Publication

a. Adjusted Service Rating Scores - A numerical rating based on a correlation of length of service, overseas service, combat service and parenthood.

b. Air Assembly Area - Areas in which flight and air echelons are prepared and processed preparatory to movement to Port of Aerial Embarkati .

c. Assembly Area - (Previously designated as "Embarkation Center" or "Staging Area"). Installation into which troops move from home stations to be processed preparatory to movement to port of embarkation.

d. Availability Date - The date by which personnel and impedimenta of a unit will be prepared for movement to the assembly area, where such movement is directed in movement orders.

e. Candidate Personnel - Officers and enlisted personnel with adjusted service rating scores equal to or above the critical score and who have not volunteered for further service.

f. Categories:

Category I- Those units to be retained as occupational troops.

Category II- Those units to be transferred to an active theater, either directly, or indirectly through the United States, or transferred to the United Stated to be placed in strategic reserve.

Category III- Those units to be converted or reorganized (to include necessary activations and inactivations) and, upon completion thereof, to fall under Category I or II.

Category IV- Those units to be demobilized.

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(1) The individual's adjusted service rating score.

(2) The physical condition (physical profile A, B, C and D).

(3) Expressed desire for continued service (volunteer).

(4) Military necessity.

n. Readiness Date - That date established in Overseas Movement Orders by which the personnel and impedimenta of the unit will be prepared for movem to the staging area. Where impedimenta is to precede personnel, a separate "Impedimenta readiness date" and "personnel readiness date" will be announced. Therefore, if only one readiness date is announced in movement orders of a unit, it is the personnel and impedimenta readiness date.

o. R-Day - The day that the War Department directs that full redeployment and readjustment commences.

p. Redeployment - Transfer of a unit deployed in an overseas theater to another theater for the purpose of further employment. Redeployment may be either:

(1) Direct - From one overseas theater to another: or

(2) Indirect - through the United States (including transfer thereto, to be part of the War Department Strategic Reserve).

q. Shortages and Shortage Lists

(1) Shortages are the items of clothing, T/E equipment and supplies required to complete the authorized allowances of these items as indicated in movement orders.

(2) Theater Shortage Lists are the reports submitted to Commanding General, Army Service Forces (Director of Supply) and the Commanding General, Air Technical Service Command, which specify for each unit the net shortages of equipment which cannot be met in this theater. The form and method of submission of these shortage lists will be in accordance with policies prescribed in ETO-POM-RED, Annex 3.

r. Staging Area - (Previously designated "Transit Area" or "Transit Camps"). Area in the vicinity of a port for accommodation of troops pending actual loading aboard ships.

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g. Combat Serviceable Equipment - Clothing and equipment which possesses such serviceability as to justify issue to and retention by troops being moved to another overseas destination. Determination of combat serviceability of clothing and equipment in the physical possession of troops is a function of command. Responsibility for determining combat serviceability of other clothing and equipment rests with the Supply Service concerned, or Air Technical Service Command in Europe, where appropriate.

h. Critical Score - The minimum adjusted service rating score determined by the War Department at and above which personnel will be considered for separation under the provisions of RR 1-1.

i. Essentials - Personnel to be retained in service: Officers and enlisted personnel who do not meet the standards for separation stated in paragraph 11 and 12, RR 1-1, or who do not meet any other separation standard.

j. Impedimenta - A general term covering all baggage, equipment, and supplies which pertain to a particular unit and which either have been shipped by it or have come under its control for further shipment.

k. Major Commands - For the purpose of this publication will be considered as the following: First Tactical Air Force (Prov.) Eight Air Force, Ninth Air Force, IX Troop Carrier Command, Engineer Command, USSTAF (Prov.), Air Technical Service Command in Europe.

l. Non-Essentials - Personnel to be separated from the Service: Officers and enlisted personnel who meet the separation standards stated in paragraph 11 and 12, RR 1-1, or who by operation of other regulations are to be separated from service. Except for personnel to be discharged in this theater (see paragraph 26, RR 1-1), non-essentiality will be determined after arrival at a reception station or hospital in the United States in accordance with RR 1-1.

m. Personnel Readjustment - For the purpose of this plan will include such procedures as effect the sorting and transfer, as required, of officers and enlisted personnel into units or groups of the Category (I, II and IV) for which the individual is qualified by reason of:



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s. Theater Movement Orders:

(1) Domestic Movement Orders are orders issued by Headquarters, European Theater of Operations, for movement of units from unit stations to the Assembly Area (issued only when movement is necessary prior to issuance of Overseas Movement Orders).

(2) Overseas Movement Orders are orders issued by Headquarters, European Theater of Operations, for movement of units to other theaters or return to the United States.

t. Unit Station - The station at which a unit is physically located at the time it receives orders for movement to the Assembly Area or directly to a Staging Area.

u. V-E Day - The day when hostilities cease in the European Theater of Operations, and is to be announced by the War Department.

v. Volunteers - Enlisted personnel with adjusted rating scores equal to or above the critical score who waive separation under readjustment regulations until after defeat of Japan.



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SECTION II

Personnel Readjustment

7. a. Personnel readjustment involves the shifting of candidate personnel from Category I, II and III units to Category IV units and the shifting of essential personnel from Category IV units to Category I, II and III units.

b. Military necessity has priority over personnel readjustment. Candidate personnel will not be removed from a unit unless replacement is available or unless the loss of the candidate does not impair the ability of the unit to accomplish its primary mission. Personnel readjustment under War Department Readjustment Regulations will, to the greatest practicable extent, be completed by the unit at its unit station prior to movement to the Assembly Area. Final personnel readjustments will be accomplished in the Assembly Area.

8. Readjustment of Enlisted Personnel

a. General Principles

(1) Methods described in this sub-section are applicable to all enlisted personnel assigned to a T/O unit or a non-T/O organization or installation.

(2) The shipment of reinforcements from the United States to this command will be stopped as of V-E Day and will be resumed at a later date by requisition. After V-E Day and until such time as critical score is announced, hospitalized personnel will be returned to duty within this command in accordance with existing instructions. Requisitions for reinforcements by units in this command will continue to be filled in accordance with current procedures. Thereafter, Category I, II and III units will submit requisitions for essentials when so instructed. Category IV units will continue to requisition reinforcements in the normal manner but such requisitions will be filled only by candidate personnel. Normally, a candidate will not be released from a Category I, II or III unit until a suitable reinforcement is received by the unit. However, it is the responsibility of every commander to insure the maximum release of candidate personnel consistent with military necessity and accomplishment of the unit's assigned mission.

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Subordinate commanders (Commanding General Eighth Air Force, Commanding General Ninth Air Force, Commanding General Air Technical Service Command in Europe, Commanding General IX Troop Carrier Command, Commanding General Engineer Command, USSTAF (Prov.), Commanding General First Tactical Air Force (Prov.), and Commanding Officer 70th Reinforcement Depot, may declare candidate personnel surplus without reinforcements being furnished the unit providing there is no interference with the ability of the unit to perform its primary mission.

(3) Personnel readjustment during the redeployment following the cessation of hostilities in this theater by subordinate commanders (Commanding Generals of the Eighth Air Force, Ninth Air Force, First Tactical Air Force (Prov.), IX Troop Carrier Command, Engineer Command, USSTAF (Prov.), Air Technical Service Command in Europe and Commanding Officer 70th Reinforcement (Depot) will be accomplished at succeeding echelons of command to the greatest possible extent within each echelon command.

b. Responsibilities

(1) Headquarters United States Strategic Air Forces in Europe at the appropriate time will:

(a) Issue instructions through command channels for United States Strategic Air Forces in Europe personnel readjustment to each:

(1) Category II unit.

(2) Category IV unit returning to the U.S.

(3) Category IV element being demobilized in this theater.

(4) Category III unit to be reorganized.

(5) Category I unit.

(2) Subordinate commanders (as defined in paragraph 8-a(2) above will:

(a) Accomplish personnel readjustment for all enlisted personnel of units assigned to its command. Personnel of units attached to subordinate commands will be readjusted by the subordinate command or major command of European Theater of Operations, U.S. Army, to which the units are assigned.

(b) Submit to the Commanding General, United States Strategic Air Forces in Europe, a list of all personnel assigned or attached to its command with



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MOS's common to ground and service force units who are below the Air Force and ground and Service Force critical scores and surplus to the requirements of its command. If necessary, such personnel will be used to staff units of other subordinate commands and Category I and II Ground and Service Force units.

(c) Transfer to designated units and reinforcement depot such personnel listed in sub-paragraph (b) above, as directed by Headquarters, United States Strategic Air Forces in Europe.

(d) Ascertain that personnel transferred in accordance with sub-paragraph (c) above are paid in full to the end of the last calendar month and are accompanied by service records (WD AGO Form 24), qualification cards (WD AGO 20) and all allied papers, including medical records completed in the manner required by existing regulations (see paragraph 17 RR 1-1 and United States Strategic Air Forces in Europe Regulation 80-10).

(e) Instruct Category I, II or III units to shift personnel within the unit so that candidate personnel will be relieved of responsibility and engaged in training essential personnel as understudies for their jobs.

(f) Instruct Category IV units to shift personnel within the unit so that essential personnel will be relieved for responsibility and be engaged in training candidate personnel as understudies for their jobs. (See paragraph 7 RR 1-1).

(g) Effect maximum personnel readjustment between the various categories of units within the command so that the flow of personnel between subordinate commands will be reduced to a minimum. Interchange of personnel between units within subordinate commands and between subordinate commands will be accomplished to the greatest degree possible without recourse to or call upon reinforcement depots through this Headquarters.

(h) In the event that a unit receives movement orders during the period of readjustment mentioned in sub-paragraph (g) above, give top priority to that unit for personnel readjustment.

c. Volunteers:- After the critical score is announced, Headquarters European Theater of Operations, U. S. Army, will publish as a circular necessary instructions for the completion of all administrative records pertaining to the utilization of volunteer personnel.

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9. Readjustment of Officer Personnel:

a. To be distributed, dependent on receipt of War Department RR 1-5 and implemented theater instructions.

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SECTION III

Redeployment Training

10. Purpose

To establish a uniform policy for the training of all Combat and Service Organizations of this command, which are scheduled for duty in the Asiatic and Pacific Theaters.

11. Objective

To provide individuals and units that are trained in accordance with AAF Training Standards and capable of performing their mi sion upon redeployment from the European Theater of Operations. In those cases where there are no AAF Training Standards for specific individuals or units, those Training Standards for comparative individuals or units will be applicable. Every effort will be made in the time available:

a. To maintain those units, which retain their present identity, at the peak of their efficiency, and capable of functioning as effectively in the theater to which they are to be redeployed, as they have functioned in this theater.

b. To bring newly organized or activated units to a state of training, which will permit them to execute their missions with the highest possible degree of efficiency.

c. To maintain combat efficiency and high morale of all individuals and units until the completion of the redeployment movement.

12. Responsibility

a. All major subordinate commands of this headquarters are responsible for the training of those units which are under their jurisdiction, and will prepare Training Directives for the guidance of subordinate commands, which are designated to accomplish the above stated objectives, in accordance with the policies of this headquarters.

b. Personnel responsible for training in all echelons must be conscious at all times of the necessity for accomplishing training in the limited time available, and must continually improve and improvise methods to achieve this end.

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13. Scope of Training

Training of all units will include such basic military, tactical, technical, unit and combined training as is pertinent to the unit. Training of particular units will vary according to which of the following groupings they fall in: units retaining their present identity, units undergoing reorganization for redeployment or units undergoing activation for redeployment. Generally, units which retain their identity will require the least effort on the part of training personnel, and training will consist largely of indoctrination for duty in the Theater of ultimate destination. Training for reorganized or newly activated units will consist of unit and combined training as well as indoctrination training. Programs will be devised to accomplish the objectives herein stated in the minimum time. Lower echelons will initiate necessary action to set up training courses and schedules to effect execution of the training programs.

a. Basic Military Training - Normally, all personnel in this theater have completed their basic training and have gained considerable experience since arriving in this theater. Therefore, Basic Military Training may be held to the minimum necessary to achieve highest standards of:

(1) Military Discipline, Customs and Courtesy.

(2) Military Sanitation, Sex and Personal Hygiene.

(3) Basic Medical Subjects.

(4) Physical Training and Conditioning.

(5) Care of Arms and Equipment, Personal and Unit.

(6) Safeguarding Military Information.

(7) Marksmanship.

(8) Defense against Chemical Attack.

(9) Defense Against Air Attack.

(10) Concealment and Camouflage.

(11) Close and Extended Order Drill.

(12) Aircraft and Naval Recognition.

(13) Basic Infantry Indoctrination for Use Against Enemy Infiltration.



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This training should consist primarily of practical experience in the application of knowledge gained through previous instruction. For example, wearing of the gas mask while performing normal duties, practical use of camouflage, etc. Formal instruction should consist mainly of refresher lectures, and should emphasize conditions in Asiatic and Pacific Theaters.

b. Qualification in Arms - Each individual will have fired a qualification course with any one of the following weapons: rifle, carbine, submachine gun or pistol. If he is armed with a type weapon other than that with which he has fired a qualification course, he will have fired a familiarization course with the type of weapon with which presently armed. No firing is required for individuals who are not authorized to bear arms, such as chaplains, Medical Corps or WAC personnel, etc.

c. Physical Training - Service in Asiatic and Pacific Theaters of Operation will entail greater physical hardships than have previously been encountered. Therefore, physical training programs for officers and enlisted men will be conducted continually throughout the training period. Strength, speed, agility and endurance are primary objectives. A varied program of competitive athletics will be conducted to contribute to the ultimate objectives.

d. Technical Training - Individuals will be given such basic technical and advanced technical training which will enable them to perform their functional assignments in a satisfactory manner, as prescribed in AAF Training Standards.

(1) Advantage will be taken of the facilities of each command, that will become available upon the defeat of Germany, to conduct an advanced technical training to provide additional personnel qualified to perform specified occupational functions.

(2) To augment courses established within each command, HQ, US Strategic Air Forces in Europe, will provide, as in the past, school facilities at which courses in the maintenance and repair of new items of equipment and refresher courses will be conducted. Precedence for vacancies will be given to units which will first leave this theater. Whenever feasible, other courses will be initiated to train personnel to SSN specification. Commands participating in such training courses will furnish instructional and administrative personnel as required.

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e. Indoctrination Training - The training program devised for each unit will devote sufficient time to conditions peculiar to Asiatic and Pacific Theaters, which will bear upon individual and unit efficiency in those theaters. Particular and positive emphasis will be given to matters of great importance in those theaters such as:

(1) Jungle and Sea Survival.

(2) Mobility.

(3) Japanese War Indoctrination.

(4) Enemy Tactics and Intelligence.

(5) Weather Indoctrination.

Information, upon which to base this portion of the training program, is being made available to commands concerned.

f. Unit Training - Unit training will apply to those units, which are reorganized or newly activated, and will entail the preparation of units, insofar as possible within the time available, to meet requirements set forth in AAF Training Standards and capable of performing their mission in the theater to which they are to be redeployed.

g. Combined Training - The primary purpose of combined training is to afford units an opportunity to gain experience in actual or simulated joint operation with higher and/or lower echelons in the performance of their primary missions. Both unit and combined training should be accomplished through the practical use of the unit in the conduct of operations in this theater whenever possible. For example, the formation of a Service Group (New Type) and its assignment to a combat group in lieu of a Sub-Depot, Class I, will enable it to accomplish its unit and combined training, and to gain valuable experience in performing its mission.

14. Training Schedules

For each training program devised a weekly schedule of training activities will be prepared, posted in a conspicuous place, and followed in order to assure proper utilization of time, personnel and facilities.



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15. Records and Reports

The status of training of individuals and units will be carefully observed at all times by all concerned in order to ensure that training required is accomplished in the time available. Information covering the status and progress of training will be secured through Statistical Control Unit channels, and will form the basis for the evaluation by this Headquarters of the status of training and of the progress made.

16. References

The following publications, with allowances for circumstances peculiar to the present training problem, will form the basis for the formation of training programs:

a. AAF Training Standards.

b. AAF Regulations.

c. War Department Training Circulars.

d. Mobilization Training Programs.

e. USSTAF Regulations, Memoranda and Directives.

f. Army Service Forces Training Standards.

g. Field and Technical Manuals.

h. War Zone Familiarization Manuals.

i. Aircraft and Naval Recognition Manuals and other publications.



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S E C R E T

SECTION IV

Processing and Movement

17. Movement Procedures

Procedures governing movements are prescribed in detail in ETO-POM-Rab which will be distributed to all units on or about 1 June 1945.

18. An Assembly Area has been established as a separate Communications Zone installation to implement redeployment by providing accommodations and facilities to receive units and personnel designated for redeployment from the Continent and to process such units and their M&E equipment to insure readiness for outmovement. The Assembly Area is located in the general territory between a line formed by Sissone-Reims-Chalons sur Marne and the Aisne River.

19. An Air Force Advisory Group, operating in accordance with directives from the Commanding General, Communications Zone, will be organized under command of the Commanding General, Assembly Area Command. The senior air officer in this group will be responsible to the Commanding General, Assembly Area Command, for shipment of all Army Air Forces troop units and individuals, except those normally commanded by a general officer as prescribed in movement orders.

a. The specific functions to be performed by the Air Force Advisory Group are to insure:

(1) Continuity of administration and compliance with current directives.

(2) Maintenance of security measures and enforcement of discipline.

(3) Maintenance of supply after completion of processing.

(4) Continuance of such prescribed training as will not interfere with preparation for overseas movement.

(5) Adequate liaison with Commanding General, U. S. Strategic Air Forces in Europe On:

(a) Disciplinary matters.

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(b) Training standards.

(c) Replacement personnel.

(d) Reports.

20. Port Air Section, with personnel furnished by Headquarters, United States Strategic Air Forces in Europe will be stationed at appropriate water ports of embarkation in both the United Kingdom and Continent to administer Air Force personnel and equipment moving through these ports.

a. The primary mission of the Port Air Section will be that of advising the Commanding General, Port of Embarkation, on matters pertaining to the Army Air Force units and equipment.

b. The Port Air Section will be under the command of the Commanding General of the Port of Embarkation.

21. Outmovement from Continent

a. Water Movements.

(1) Each major subordinate command redeploying troops by water from the continent will establish facilities as required to complete the preparation and processing of units and equipment in order that units can be dispatched with minimum essential equipment to the Assembly Area on call of the Assembly Area Commander. If units are to be shipped with T/E, the T/E will be packed, crated and marked at the major commands installations and shipped directly to the Port of Embarkation.

(2) Upon arrival at the Assembly Area, units will operate their own mess and will pack, crate and mark their own minimum essential equipment with the assistance of specialists while in the Assembly Area. In the event units are called forward from major command installations directly to the staging area at a port, minimum essential equipment will be packed, crated and marked at the major commands installation prior to movement to the port of embarkation. Messes will be provided at the staging area.

(3) For shipments from the Continent, the following Ports of Embarkation have been designated:



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(a) LeHavre - For units being moved to the United States for further redeployment or inactivation.

(b) Marseilles - For units going direct to an active theater.

(c) Cherbourg, Antwerp, and Marseilles - For outmovement of separate shipments of equipment and supplies from the Continent.

b. Air Movements.

(1) Air Assembly Areas will be established by the Ninth Air Force and IX Troop Carrier Command through which flight and air echelons, surplus aircraft and casual crews will be dispatched in order to complete preparation and processing beyond that which can be accomplished at home stations and to standardize processing and inspection of air movements.

(2) Aircraft will be dispatched from Air Assembly Areas directly to the Port of Aerial Embarkation at Marseilles upon call of the European Division, Air Transport Command.

(3) For additional details on Air Movements, see Sec. VII, ETO-POM-RED.

22. Outmovement from United Kingdom

a. Water Movements.

(1) An Assembly Area will not be established by United Kingdom Base because of good transportation facilities and the proximity of all troops to Ports of Embarkation.

(2) Each major subordinate command redeploying troops by water from the United Kingdom will establish facilities as required to complete the preparation and processing of units and equipment being returned to the United States, or redeployed direct to active theaters in order that units can be dispatched with Minimum Essential Equipment on call of the Port Commander. If units are to be shipped with T/E, the T/E will be packed, crated, marked and shipped direct to the Port.

(3) Minimum Essential Equipment will be packed, crated and marked prior to movement to the Port of Embarkation. Messing and housing facilities will be made available to units enroute and at the Ports.

(4) For shipments from the United Kingdom the following Ports of Embarkation have been designated:



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(a) Glasgow - For troops moving with Minimum Essential Equipment only, enroute to the United States and other theaters.

(b) Southampton - For troops, equipment and supplies destined for the United States, other theaters and the Continent.

(c) Bristol Channel (Cardiff, Swansea, Barry, Newport and Avenmouth) - For equipment and supplies.

(d) In addition, this headquarters has recommended that the Port of Liverpool be utilized for water movement of aircraft and supplies destined for the United States and other theaters.

b. Air Movements.

(1) Air Assembly Areas will be established by the Eighth Air Force and Air Technical Service Command in Europe (EATA) through which flight and air echelons, surplus aircrafts and casual crews will be dispatched in order to complete preparation and processing beyond that which can be accomplished at home stations and to standardize processing and inspections.

(2) Aircraft will be dispatched from Air Assembly Areas directly to the Port of Aerial Embarkation at Valley upon call of the European Division, Air Transport Command.

(3) For additional details on Air Movements, see Sec. VII, ETO-POM-RMD.



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SECTION V

Equipment and Supplies

23. General.

a. It will be the responsibility of each major command to equip to the maximum extent possible and to process, pack and crate equipment and supplies of units within its command scheduled for redeployment with the exception of maintenance supplies as set forth in paragraphs 27-c and d, and weather proofing of motor vehicles which will be accomplished as indicated in sub-paragraphs b and c of this paragraph. Aircraft and loose and attached equipment therein, scheduled for water shipment, will be processed and packed by the Commanding General, Base Air Depot Area, Air Technical Service Command in Europe, who is also responsible for the shipment of projects of complete spare engines in accordance with instructions issued by the Commanding General, Atlantic Overseas Air Service Command. It will also be the responsibility of each major command to accomplish the repair and maintenance of all equipment to the fullest extent of the capabilities of the command.

b. On the continent, units will move to the air force collecting point with all equipment. Certain types of equipment because of size or other circumstances, may be moved direct from unit station to port of embarkation or other designated points. At the major command assembly point the equipment as prescribed will be inspected, checked for serviceability, replaced if necessary, processed, packed and force marked by the unit commander concerned, The Commanding General, Communications Zone, will furnish mobile packing and crating details to assist unit commanders in this function in certain instances prescribed in ETO-POM-NED. All weather proofing of general purpose vehicles and chassis of special purpose vehicles will be accomplished by Communications Zone installations in the assembly area and at the port of embarkation. Weather proofing of special equipment mounted on chassis of special purpose vehicles will be the responsibility of the major command concerned.

c. In the United Kingdom, all equipment prescribed for the movement will be inspected, checked for serviceability, replaced if necessary, processed, packed and force marked by the unit commander concerned at points designated by the major commands. The Commanding General, U.K. Base will furnish mobile packing and marking details to assist unit commanders in this function in



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tain instances prescribed in ETO-POM-RED. All weather proofing of general purpose vehicles will be the responsibility of the major command concerned when convoy loading is utilized. U.K. Base Section, Communications Zone, will furnish training teams to assist and instruct in the second and third phases of weatherization for all types of vehicles. If bulked shipped, general purposes vehicles will be disassembled, weatherized and crated by the Commanding General, U.K. Base Section, Communications Zone. All weatherproofing of special purpose vehicles will be a responsibility of the major command concerned whether or not convoy loaded. Normally these special purpose vehicles will not be disassembled.

d. The responsibility for the preparation of units scheduled for aerial embarkation will rest with the major command concerned. Every effort will be made to complete preparation in accordance with letter Hq USSTAF, subject: Requirements for Redeployment of Flight Echelons From European Theater of Operations Over Air Transport Command Routes, dated 5 May 1945, and subsequent revisions thereof.

24. Packaging and Crating Materials.

a. Inasmuch as materials required for processing, packing and crating are in short supply, such materials will be classed as critical items and requisitions for same will be carefully screened in each supply echelon. It is essential that maximum use and consolidation of such materials, including those now on hand, be effected within each command.

b. Procurement, storage, issue and stock control.

(1) Initial USSTAF requirements for common packaging and crating items were submitted to Headquarters, Communications Zone, 30 March 1945, by this headquarters. In this connection, attention is invited to letter, this headquarters, dated 17 April 1945, subject, "Basic USSTAF Packaging and Crating Requirements (.SF Items) for Redeployment", which contains the basic USSTAF packaging requirements for all common items, together with percentage breakdown allocated each major command. Each major command will periodically review its requirements and submit such changes as are deemed necessary, in letter form, listed by services, so as to reach the Commanding General, Base Air Depot Area or Central Air Depot Area (Prov.), whichever is appropriate, on or before the 1st of each month. Any revision



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of over-all requirements will be submitted by the Commanding General, Base Air Depot Area and Central Air Depot Area (Prov), for the United Kingdom and the continent respectively, to the Commanding General, Communications Zone, European Theater of Operations, so as to arrive at that headquarters not later than the 8th of each month. The submission of requirements does not constitute a requisition for the supplies. The actual materials will be obtained as indicated in the following sub-paragraph:

(2) Each major command will submit requisitions not later than the 15th of each month, using QMC Form 400 for common packaging and crating iter and AAF Form 104B for peculiar packaging and crating items, to the Commanding General, Base Air Depot Area or Central Air Depot Area (Prov), whichever is appropriate, listing the items desired and quantities for the succeeding calendar month. These requisitions will contain a complete basis indicating the number and type of units to be processed during the period for which items are desired and also any other special redeployment projects. Requisitions will be clearly marked "For Redeployment Operations". Upon receipt of such requisitions the Commanding General, Base Air Depot Area and Central Air Depot Area (Prov), will edit same and will then supply the peculiar items from depot stock. Requisitions for common items will be forwarded to the Commanding General, Communications Zone, who will supply the materials desired to the requisitioning major command. Each major command will then be responsible for the storage, issue and adequate stock control of its packaging and crating materials.

(3) The Commanding General, Base Air Depot Area and Central Air Depot Area (Prov) will maintain adequate records of packaging and crating materials issued to each major command in order to determine that actual consumption does not exceed the percentage breakdown furnished by this headquarters as modified by subsequent revisions. If it is found that demands for packaging and crating materials are exceeding or falling short of the requirements established, the Commanding General, Base Air Depot Area or Central Air Depot Area (Prov) will notify the major command concerned in order that appropriate revision of subsequent requirements may be made by that command. The Commanding Generals, Base Air Depot Area and Central Air Depot Area (Prov) will at the same time review their over-all requirements and submit any changes to the Commanding General, Communications Zone, European Theater of Operations as set forth in paragraph 24-b (1) above.



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c. The following references will govern in packing, crating, marking and documentation processes:

(1) Packing - U.S. Army Specification No. 100-1/4A.

(2) Marking - Directive WD AGO 400.161 (19 May 1943) OB-S-SPMOT-M, 1 June 1943 and TM 38-14.

(3) Documentation - WDTM 38-412 and TM 38-413.

(4) Technical Order 00-65-1.

(5) Additional Packing, Marking and Documentation Instructions as included in ETO-POM-RED.

25. Priorities

a. Units in the various categories will have the following priorities for issues and redistribution of equipment and supplies to meet shortages:

Priority

I - Category II Units being redeployed directly to another theater of operations.

II - Category I Units.

III - Category II units being redeployed through the United States and whose equipment is being shipped directly to another theater of operations.

IV - Category II Units being redeployed for station in the United States as part of the War Department Strategic Reserve, and Units returning to the United States with their equipment fo redeployment.

Category III Units will acquire the priority assigned i the category into which they are reorganized.

b. Units within any of the foregoing classifications will be given priorities, within such classifications, for issue and redistribution in accordance with the order in which they appear on the Movement Priority List. Maximum redistribution will be effected within each major command insofar as possible prior to submitting requests for shortages. In effecting redistribution of equipment and supplies within each major command, equipment and supplies required for priority units will, to the extent feasible, be obtained from non-priority or the lowest priority units having same.



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26. Category I Units: - Units in this category will obtain their supplies and equipment through existing supply channels in accordance with current procedures.

27. Category II Units

a. All Category II units to be redeployed will take immediate action to maintain and rehabilitate their equipment and to obtain through normal supply channels all existing shortages of equipment.

b. Each organization will prepare and submit "Unit Commanders Equipment Report" or "Report of Equipment" as required by ETO-POM-RED.

c. Category II units being redeployed direct to another theater will be authorized initial issue of combat serviceable individual and organizations l equipment, including designated discretionary items and, for the theater of destination, clothing and equipment as prescribed in current TE 21 and Special Lists of Equipment as specified. Minimum essential equipment will accompany the units as prescribed in ETO-POM-RED and the movement order. In the event a unit is shipped convoy loaded, the balance of the initial issue prescribed above will also accompany the troops and will be force marked. Where non-convoy loaded, the balance of the initial issue prescribed above will not accompany the unit but will be shipped force marked to the theater of destination so as to arrive as nearly as possible at the same time as the unit.

(1) The following items will be shipped automatically and simultaneously to the theater of destination so as to arrive as nearly as possible at the same time as the unit and Communications Zone installations will pack and mark the items of common supplies for bulk shipment. The Commanding Generals, Base Air Depot Area or Central Air Depot Area (Prov), whichever is appropriate, will pack and force mark for shipment such of the following items as are peculiar to the Air Forces. At a date to be announced later the major commands will assume this responsibility with respect to peculiar items. In the event convoy loading is utilized, these items will accompany troops.

(a) Class II - Sixty (60) days of supply for all Class II items based on replacement factors for the theater of destination including first and second echelon spare parts as listed in AAF Combat Supply Tables, except that complete aircraft engines will be shipped as indicated in paragraph 23-a.



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(b) Class III and IIIA - Sixty days of supply (lubricating oils and greases only).

(c) Class V - Ammunition for guard purposes only except that for aircraft moving directly by air to a new theater, such ammunition will be carried as prescribed by the theater commander.

d. Category II units being redeployed indirectly to other theaters through the United States will be authorized initial issue of combat serviceable individual and organizational equipment including designated discretionary items and, for the theater of destination, clothing and equipment as prescribed in TE 21 and Special Lists of Equipment as specified. Minimum essential equipment will accompany the units as prescribed in ETO-POM-RED and the movement order. The balance of the initial issue prescribed above will not accompany the unit but will be shipped force marked to the theater of destination or to the United States as prescribed in the movement order so as to arrive as nearly as possible at the same time as the unit.

(1) Where the balance of the initial issue is shipped direct to the theater of destination, the items listed below insofar as they are available, will be shipped to the theater of destination so as to arrive as nearly as possible at the same time as the unit. The responsibility for packaging, crating, and marking will be as is indicated in paragraph 27 -c (1) above.

(a) Class II - Sixty (60) days of supply for all Class II items based on replacement factors for the theater of destination including first and second echelon spare parts as listed in AAF Combat supply tables, except that complete engines will be shipped as indicated in paragraph 23-a.

e. Category II units being redeployed for station in the United States as part of the War Department Strategic Reserve will be authorized initial issue of combat serviceable individual and organizational equipment including discretionary items and clothing and equipment as prescribed in current TE 21 and Special lists of Equipment as specified. Minimum essential equipment will accompany the units as prescribed in ETO-POM-RED and the movement order. The balance of the initial issue prescribed above will not accompany the unit but will be shipped force marked to the Zone of Interior so as to arrive as nearly as possible at the same time as the unit.

f. Medical Supply Platoons (Avn) in Category II whose equipment is to be shipped directly to another theater of operations:





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(1) Will pack and force mark a sixty (60) day level of all classes of common expendable medical supplies, based on 20,000 troops to be serviced.

(2) Will pack and force mark the items listed below in sufficient quantities to meet sixty (60) days operations, based on previous experience and number of units to be serviced:

| Stock Number | Item |
|---|---|
| 1490500 | Multi Vitamin Capsules |
| 1494000 | Whiskey USP |
| 9102910 | Benzedrine Inhalers |
| 9776500 | Kit, First Aid, Aeronautic |
| 9776210 | Kit, First Aid, Battle Dressing |
| 9776300 | Kit, First Aid, Jungle |
| 9778500 | Packet, First Aid, Parachute |
| 3726100 | Resuscitater and Inhalator |
| 9751700 | Chest, Airplane, Ambulance |

(3) Will pack and force mark the following items in the quantities indicated:

| Stock Number | Item | Quantity |
|---|---|---|
| 1084500 | Atabrine ($100^s$) | 8,500 |
| 1391000 | Quinine ($1000^s$) | 45 |

(4) Will pack and force mark non-expendable medical items on the basis of ten per cent replacement in Assemblies, Chests, Kits, etc., which are authorized equipment of the units to be serviced.

28. Category III Units:- Units in this category will receive no additional equipment prior to reorganization except items required as minimum essential equipment prescribed in ETO-POM-RED. T/E equipment will be turned in as and when directed in the reorganization order.

29. Category IV Units:- Prior to disbandment in this theater or return to Zone of Interior for disbandment, and at such time as directed by the major command concerned, unit commanders will turn in to appropriate depots all equipment and supplies other than those specified as allowances for movement in ETO-POM-RED, and/or as prescribed by the disbandment or movement order. Units will not turn in equipment prior to the time specified.

30. Disposal of Excess Equipment and Salvage

a. After maximum redistribution has been effected within each major command, all excess supplies and equipment resulting therefrom will be disposed of in accordance with the provisions of current ATSCE Regulation 65-11 except that post, camp and station property will be disposed of



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in accordance with the provisions of current USSTAF Regulation 85-7. All combat serviceable signal equipment of this nature will be fungus proofed prior to turn in. All excess equipment will be inspected, checked by the receiving agency, and, where practicable, placed in combat serviceable condition for re-issue to other units.

b. Salvage will be disposed of in accordance with ATSCE Regulation 65-14 and pertinent theater directives.

31. Synthetic Training Equipment

a. All currently authorized synthetic training devices will be treated as SLOE items for Category II units scheduled for direct or indirect redeployment. After receipt of movement order, the major command concerned will report to the Commanding General, Base Air Depot Area or Central Air Depot Area (Prov.), whichever is appropriate, the following: designation of the unit, nomenclature of the synthetic training equipment, the quantities, weights and cubages involved.

(1) Upon receipt of the above information, the Commanding General, Base Air Depot Area or Central Air Depot Area (Prov.) will forward same to the Commanding General, European Theater of Operations.



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(d) Inspection of all non-appropriated funds by an inspector general or an acting inspector general and completion of remedial action on irregularities disclosed unless such action has been accomplished within the four month period prior to readiness date.

(e) Security requirements.

(f) Postal requirements.

(g) Discipline and morale. (See par 4, RR 1-1)

(h) Medical examinations, inspections and inoculations, including dental surveys and arrangements for required dental work.

(i) Qualification of all personnel for assigned duties.

(j) Personnel readjustment to include integration of personnel assigned as a result of personnel readjustments.

(k) Training under the current Training Standards.

(l) Preparation for packing and marking of all equipment and supplies to be prepared by the unit for shipment.

(m) Marking of individual clothing and equipment.

(n) Overall status of the unit to perform its primary mission.

(2) RE-POM inspection report forms (USCMF) will be used as a guide in the conduct of these inspections to insure that responsibilities charged under this basic plan, and other applicable directives, are fully carried out, and that the unit is prepared for the final RE-POM inspection which will be conducted prior to available or readiness date.

(3) Copies of reports rendered on these inspections will be left with the unit commanders for review of the final RE-POM inspectors.

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SECTION VI

INSPECTIONS

32. Inspections of Units Nominated for Movement.

a. The Commanding General, U.S. Strategic Air Forces in Europe, will conduct final RE-POM inspections of all air force units in the theater destined for overseas movement. Such inspections will be conducted by RE-POM inspection teams, directly under the supervision of the Air Inspector, U.S. Strategic Air Forces in Europe, to determine the adequacy and efficiency of personnel, the state of training, the completeness and condition of equipment, and compliance with ETO-POM-RED directive and other instructions covering the movement. Inspection reports covering results of these inspections will be submitted to the Commanding General, U.S. Strategic Air Forces in Europe, through the agency responsible for the preparation of the unit for movement for corrective action. Two advance copies of each report will be submitted to the Commanding General, U. S. Strategic Air Forces in Europe, Attention: Air Inspector, and will be used as a basis for preparation of status reports required to be submitted to the Commanding General, European Theater of Operations.

b. (1) Commanders of the commands next subordinate to Hq, U. S. Strategic Air Forces in Europe, will conduct, or cause to be conducted by lower echelons of command, continuing inspections of all units, before and during the alert period, to insure strict and full compliance with all applicable administrative, equipment, training, security and supply requirements by the commanders of the units concerned and by agencies under their control having functions to perform in preparing these units for shipment. These inspections will particularly inquire into the adequacy of the action taken by the agencies responsible towards the accomplishment of the following:

(a) Prompt showdown inspections for determination of serviceability of clothing and equipment; for action in filling shortages authorized to be filled, disposition of excess and unauthorized clothing, equipment and supplies; and for action to effect repairs or replacement thereof.

(b) Completion of necessary data for preparation of required rosters and reports on equipment.

(c) Perfection of all administrative, personnel and property records.

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SECTION VIII

Status and Readiness Reports

34. Final Status Report - A report on unit's state of readiness as prescribed in Annexes J and K will be submitted by major commands as of latest practicable date so as to reach Headquarters, United States Strategic Air Forces in Europe (Attention: D/Personnel) not later than 12 days prior to a unit's readiness date or availability date. Ten complete and certified copies will be submitted on each group, battalion or separate unit.

35. Semi-Monthly Redeployment Readiness Report - A report on a unit's developing state of readiness substantially as contained in Annex L will be submitted as of the 15th and last day of the month by major commands so as to reach Headquarters United States Strategic Air Forces in Europe (Attention: Statistical Control Office) not later than the 20th and 5th of each month. Headquarters, United States Strategic Air Forces in Europe will specifically designate the units on which this report is to be accomplished. Report on such units will continue to be submitted at semimonthly intervals until unit's departure for assembly area or port. Detailed instructions on form and transmission of this report will be issued from Statistical Control Office, Headquarters, United States Strategic Air Forces in Europe.

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SECTION VII

Leaves, Furloughs and Passes

33. Leaves, Furloughs and Passes.

a. Present leave policy will be liberalized as soon as practicable after the cessation of hostilities so that at any one time 7% of the command may be on leave or furlough for a period of 7 days, plus required travel time. Priority in allotment of quotas for leave and furlough facilities will be given to units stationed in the area where the policy of non-fraternization with civilians is in force.

b. The 7% figure will be increased gradually as redeployment progresses and the size of the command decreases so that at any one time 15% of the command may be absent on leave or furlough for a period of 10 days, plus travel time. Attainment of this target will mean that every soldier in the command may have 30 days' leave during the year.

c. Travel to and from authorized leave area will be without expense to the individual.

d. Seventy-two hour passes will continue as at present.

e. Recreational area and leave center facilities will be allotted to the major commands in accordance with policy expressed in paragraphs a and b above and in relation to the strength of the commands concerned. Beds will be provided in Germany so that personnel comprising the Occupational Air Force and on 72 hour passes will not have to resort to hotels or billets managed by German civilians.



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SECTION IX

Morale

36. Responsibility

The maintenance of a high state of morale is a vital responsibility of every commander. Among those influences which can be expected to have an undesirable effect on morale are:

a. Inability, due to military necessity, to release certain individuals whose adjusted service rating total credit makes them otherwise eligible for separation from the service.

b. Delay, due to limitations of shipping and the priority required for the redeployment of Category II units, in returning the bulk of the candidate personnel to the United States.

An explanation will be made to all personnel at the earliest practicable date after V-E Day of the reasons which permit a readjustment in the strength of the army, together with the reasons for the particular methods to be employed in effecting that readjustment. All commanders will develop in their personnel a thorough understanding of the requirements imposed by the military situation. The War Department and this theater will provide informational materials and aids to assist in these matters. However, these aids will be secondary to the prime requirements of initiative and leadership.



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SECTION X

Security

37. Preface

All commanders concerned will take the necessary action to safeguard military information regarding overseas movement of troops in accordance with the provisions of AR 380-5.

38. Direct Redeployment

a. General

(1) Names of organizations, route of movement, names of ships and overseas destination, port of embarkation, sailing date or other such information related to an overseas movement will not be disclosed to persons whose official duties do not require specific knowledge of the movement.

(2) Upon receipt of Overseas Movement Orders, each commander of a unit which does not already have an intelligence officer will designate an officer, or senior NCO if no subordinate officer is in the unit, as Security Officer or NCO. Within twenty-four hours after arrival at a staging area, Security Officer or NCO will report to the Intelligence Officer of the staging area for instructions.

(3) Upon arrival in Assembly Area each Commanding Officer of a company or a comparable unit will give a security lecture to all members of his command, emphasizing security measures to be observed during movements. Shortly before departure to this staging area, each Commanding Officer will again give a similar security lecture.

(4) Subsequent to receipt of call from the Port Commander, individuals participating in movements will not be permitted while enroute from one station to another to communicate by telephone, mail, radio or telegraph with anyone except as may be necessary to the administration of the movement. The collection and handling of personal communications will be made in accordance with specific instructions to be issued by the Theater Censor.

b. Censorship

(1) All personnel will be made familiar with censorship regulations prior to movement to staging areas.

(2) (a) Unit censors, as described in FM 30-28, will be designated prior to departure for staging areas.

(b) As the majority of company-grade officers may be required at one time or another to perform unit censorship, all such officers,



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including the designated unit censors, will become familiar with the provisions of FM 30-28.

(3) Detailed censorship instructions will be furnished in subsequent directives.

39. Indirect Redeployment.

All commanders concerned will comply with the security provisions of paragraph 57, RR 1-2, in the movement of units being redeployed through the US or moving into the War Department reserve.



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ANNEX A

Fiscal Procedures

1. General

a. Water Movements and Air Movements:- The instructions contained in this annex cover water movements. When movements are by air the same instructions will apply except that:

(1) Partial payment rolls will not be prepared for payments to be made enroute. Partial payments enroute will be made under emergency conditions only by local finance officers.

(2) Due to the short period of time that personnel will stay at Air Assembly Areas, fiscal procedures listed as required at assembly areas will be performed at home stations.

(3) Fiscal procedures listed as required at staging areas will be performed at ports of aerial embarkation.

(4) Currency conversions will be made by Air Transport Command finance officers at ports of aerial embarkation directly for each individual without the preparation of rosters called for in water movements.

b. Applications:- All procedures required to be accomplished in the assembly area by the following paragraphs will be accomplished at the unit station if the organization proceeds directly to a staging area or port from the unit station.

2. Procedures in Assembly Area

a. Payment of Troops.

(1) The Soldier's Individual Pay Record, WD AGO Form 28, will be completed and in the hands of each enlisted individual prior to his departure from this theater. Enlisted personnel travelling separately from their units will be advised that they may draw partial payments through any personnel officer from any finance officer upon presentation of their individual pay record and upon proper identification.

(2) Officer's Pay Data Card, WD AGO Form 77, will likewise show complete and current information.





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(3) All military personnel will be paid in full through the last day of the month preceding their departure from the assembly area. In the absence of the service or pay records, personnel officers will not omit enlisted personnel from payrolls, but will accept their affidavit for payment as prescribed in AR 345-155, 24 Jan. 45.

(4) All necessary partial payments will be made in the assembly area as no such payments will be made in the staging areas.

b. Reduction of Funds:- All military personnel in the assembly area will be encouraged to dispose of all excess funds by the purchase of or investment in war bonds, soldiers' deposits, spearhead deposits, allotments, National Service Life Insurance, or personal transmission accounts. No such service will be available in staging areas, except for the purchase of war bonds through the static finance office.

c. Unit Funds (Non-appropriate Funds):- Unit funds will be disposed of in the assembly area in accordance with AR 210-50, 20 Jan. 45, and current theater directives. Units departing this theater may deposit their funds as spearhead deposits or exchange them for U. S. treasury checks or postal money orders for safekeeping during the movement. Money order fees may be deducted from unit funds as an authorized expenditure. Government bonds owned by and in the possession of departing units should be forwarded by registered mail and deposited with the U. S. Treasury Department for safekeeping. Where a unit is demobilized within the theater, a treasury check or postal money order will be secured for the transmission of the unit funds to the ETOUSA Central Welfare Fund.

3. Procedures in Staging Areas

a. Currency conversions:- Currency conversions for troops will be accomplished in the staging areas from rosters prepared by unit and group commanders prior to departure from the assembly area. Each unit and reception station group commander will prepare a list in duplicate of the individuals under his control and will include





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the names of officers and enlisted men. Spaces should be allowed opposite each name for two columns headed respective, "local currency collected" and "dollar equivalent." Such lists will be turned in with the local currency collected from individuals to the Finance Officers at the staging areas for conversion, and the appropriate currency will be delivered to such commanding officers for payment to the persons concerned together with a copy of the roster on which the conversions are shown.

(1) Military personnel departing direct to another theater will be required to exchange all local currency in their possession for United States yellow seal currency. This will be accomplished in staging areas. Upon arrival at destination, yellow seal currency will be exchanged through disbursing officers for local currency of the country concerned.

(2) Military personnel departing to the United States will be required to exchange all local currency in their possession with disbursing officer for regular blue seal U. S. currency. This will be accomplished in staging areas.

(3) No limit will be placed on sums of money that individuals may carry so long as the amount requested for conversion does not exceed the amount that the individual could have received through normal pay and allowances. Where excessive amounts are presented for conversion, disbursing officers will require the execution of certificates establishing the source as pay and allowances and in the event that the certificate is not satisfactory, a request for an investigation should be made to the individual's commanding officer.

b. Bank Accounts:- Prior to departure all personnel will close their bank accounts in the United Kingdom or on the Continent. This may be accomplished by:

(1) Cashing a personal check at the bank or requesting the bank to transfer the balance by cable or mail to a given address.

(2) Obtaining a cashier's check which should be cashed



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prior to departure from this theater and converted into blue or yellow seal U.S. currency.

4. Procedures Enroute

a. Partial Payment:- Partial payments necessary for military personnel due to lack of funds at time of departure for other theaters or the United States will be accomplished on board ship. Administrative instructions will direct each unit and reception station group commander to prepare and have signed a partial payment payroll to include each enlisted member of his organization or group and to prepare an unsigned roll to include each officer member of his organization, leaving the amounts blank in both cases, prior to its departure from the assembly area.

(1) Such payrolls will be turned in immediately after sailing to the Class "B" Agent Finance Officer on board who was previously appointed by order of the commanding officer at the staging area, as agent to a Finance Disbursing Officer at the same location.

(2) Partial payments may be made enroute at the discretion of and in amounts determined by the ship troop commander.

(3) Funds necessary for such payments will be secured by the officer appointed to act as Class "B" Agent on shipboard from his parent disbursing officer.

(4) The payrolls will be paid in yellow or blue seal United States currency, dependent upon the destination, by the Class "B" Agent. If the number of payrolls is large, unit or group commanders may be appointed Class "A" Agents to the Class "B" Agent Finance Officer by the senior U.S. Army officer commanding the troops on board ship, for the purpose of paying their organizations or groups.

(5) The Class "B" Agent Officer will make his returns to the first available Finance Disbursing Officer after arrival at destination or, if an opportunity arises, to any Finance Disbursing Officer enroute.



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5. Full Settlement of Pay at Destination

Administrative instructions will direct each unit and reception station group commander to prepare and have signed, prior to arrival at final port of debarkation, payrolls for full settlement of pay to be submitted to Finance Officer at destination.

6. Additional Instructions to Fiscal and Finance Officers

a. Local Currencies:- Disbursing Officers leaving this theater will transfer all local currency on hand and/or unobligated bank balances to the appropriate Central Disbursing Officer or Funding Officer.

b. Disbursing Accounts:- Disbursing Officers of Service Groups, Air Depot Groups, and similar organizations, preparing for movement outside this theater, will keep their disbursing accounts activated.

c. Final Reports of Disbursing Officers:- Disbursing Officers, prior to movement from home stations will submit the following reports:

(1) Final Account Current in accordance with the provisions of paragraph 4, Finance Bulletin No. 3, Office of the Fiscal Director, Washington, D.C., 20 January 1944.

*(2) Final Report of Disbursements, Personnel, etc.

*(3) Final Analysis of Disbursements and Collections.

(4) Final Report of Change.

(5) Final Claim for Refundment of British Purchase Tax.

(6) Final Reports on Foreign Currency in accordance with the provisions of Finance Bulletin No. 99, Office of the Fiscal Director, Washington, D.C., dated 8 December 1944.

(7) Other final administrative reports which may be in use in the respective commands.

d. Fiscal Procedures:- All allotments of funds will be returned to the issuing agency prior to departure from the home station and will be accompanied by a final report of obligations.



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c. Class "B" Agent Finance Officers on Board Ship:- All finance officers will be prepared to serve as Class "B" Agent Finance Officer on board ship.

*NOTE: Paragraphs 6-c(2) and (3) - If the disbursing officer is relieved by another officer, he should submit these reports to his successor to be included in the report of the total station operations for that month.

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ANNEX B

Medical Plan for Redeployment

1. Provisions of ETO-POM-RED will be complied with and in addition the following detailed instructions will govern. Commanding Officers of units which are not scheduled to pass through an assembly area will satisfy on the home station insofar as possible all requirements outlined in ETO-POM-RED under the section, "Action at Assembly Area."

2. Physical Standards

Physical examinations of flying personnel will conform to the following procedure and standards:

a. Personnel who have received a complete physical examination for flying within the past six months may not require detailed re-examination.

(1) Record of last physical examination in past six months recorded on WD AGO Form 64, AAF Form 206, or other available flight surgeon's record will be reviewed.

(2) Interval history will be obtained and minimal screening physical examination accomplished. Examination will be with a view towards recognition of any physical incapacity which might result in the early loss of the services of the individual if he continues further duty in an overseas theater.

(3) If nothing affecting the physical status of the individual is found, Sections I and IV of enclosed certificate, Appendix I, will be appropriately completed. In Section I, the phrase "except blood serology test and chest x-ray were not accomplished" will be struck out. The date of the previous physical examination within the past six months will be inserted in Section I, and the date of the minimal screening examination will be used in Section II.

(4) Those examinees whose interval history and/or screening examination indicate the presence of a disease, operation

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or injury since the last physical examination will be completely examined as provided in paragraph 2-b below.

b. Personnel who have not received a complete physical examination within the last six months and personnel of the category described in par. 2-a (4) above, will be examined according to the following procedure:

(1) All individuals must meet the basic requirements as provided in AR 40-110, 12 December 1944, with the following exceptions:

(a) Record of history will date back only to the date of last physical examination for flying.

(b) Adaptability rating for military aeronautics (ARMA) will not be required. Presence of any psychiatric disorders may be inserted in par. 4 of WD AGO Form 64.

(c) Chest x-rays will not be required except when indicated by significant history, signs, or symptoms.

(d) Serological tests for syphilis will not be required except when indicated by significant history, signs or symptoms.

(e) The physical examination of enlisted men on flying status as air crew members will not be more rigid with respect to the eye and ear than that established by AAF directives concerning the physical examination originally given to determine their eligibility for enlisted air crew training.

(f) If the examinee is found to be physically qualified for further overseas flying duty, Section I of attached certificate will be accomplished accordingly. Certification and confirmation of these physical examinations by the Senior Flight Surgeon of the Air Forces will not be required.

(g) If the examinee is found to be physically disqualified, a complete final type physical examination will be accomplished, recorded in triplicate on WD AGO Form 64, and forwarded for review and approval to the Senior Flight Surgeon of the Command con-

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FIFTEENTH AIR FORCE
Office of the Commanding General
A. P. O. 520

A:NFT:mbr

28 February 1945

Lieutenant General Ira C. Eaker
Headquarters, MAAF
APO 650, U. S. Army

Dear General Eaker:

Have just finished reading your letter of 24 February to General Kuter reference the redeployment of the Fifteenth Air Force Headquarters to Colorado Springs after the war. Naturally I am most anxious, if possible, that the name of the Fifteenth Air Force be continued in our peace-time set-up. However, I thoroughly agree that the points brought out in your letter must be given full consideration before such redeployment.

It is considered very necessary that this Headquarters remain here until the end of the war with Germany and, further, it is its responsibility to insure that all units now assigned to the Air Force are properly handled during the process of their redeployment. The good name of the Headquarters could easily be lost if it were redeployed before the assigned units were taken care of.

Any air force headquarters redeployed to the United States from a combat zone will go through a period of reorganization and, consequently, suffer the customary growing pains incident to reorganization. Many of the key officers are reserve officers and a great number will probably get out of the service. While the spirit and morale will still remain, there will certainly be a period during this transition to a peace-time status in which considerable effectiveness of the Headquarters will be lost.

Consider it very important that such names as the Eighth Air Force, Fifteenth Air Force, Twelfth Air Force, Fifth Air Force, etc., be perpetuated in our peace-time organization as they will have the tradition which will be a big morale factor and a great incentive to new people coming into our air forces in peace-time.

Sincerely,

N. F. TWINING
Major General, USA
Commanding

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HEADQUARTERS
UNITED STATES STRATEGIC AIR FORCES IN EUROPE
Office of the Commanding General

SECRET
AUTH: CG: USSTAF:
DATE: 13 May 45
INITIALS: _____

APO 633, US Army
13 May 1945

SUBJECT: Tentative USSTAF Redeployment and Readjustment Plan.

TO : Commanding General, Eighth Air Force, APO 634, U. S. Army
Commanding General, Ninth Air Force, APO 696, U. S. Army
Commanding General, 1st Tactical Air Force (Prov) APO 374, U. S. Army
Commanding General, IX Troop Carrier Command, APO 133, U. S. Army
Commanding General, Engineer Command, USSTAF (Prov)
Commanding General, Air Technical Service Command in Europe

1. The inclosed Tentative USSTAF Redeployment and Readjustment Plan supersedes USSTAF Redeployment Planning Directive No. 3, 31 March 1945. Upon receipt of approval of this tentative plan from the Commanding General, European Theater of Operations, U. S. Army, the USSTAF Plan for Redeployment and Readjustment will be published. Pending receipt of approval, any necessary changes will be published as amendments to this Tentative Plan.

2. It is desired that addressees prepare detailed plans, based on this Tentative Basic Plan, to carry out their responsibilities for redeployment and readjustment.

By command of General SPAATZ:

J. B. GORDON,
Colonel, AGD,
Asst.Adj.Gen.

1 Incl:
Tentative USSTAF Redeployment and Readjustment Plan.

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HEADQUARTERS ARMY AIR FORCES

ROUTING SLIP

TO: Col Loutzenheiser DATE 8/12/44

| OFFICE OR SYMBOL | BUILDING |
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| ATTENTION: | ROOM |

FOR:

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| | COORDINATION | | INVESTIGATION | | NEC. ACTION |
| | INFORMATION | | RECOMMENDATION | | SIGNATURE |
| | FILE | | CONFERENCE | | |

REMARKS:

Preparation of reply to General Anderson for Gen Kuter's signature, acquainting him with General Arnold's views.

MNH

FROM:

| NAME | | OFFICE OR SYMBOL |
|---|---|---|
| PHONE | BUILDING | ROOM |

3-218, AF

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Two letters exactly the same can be arranged by one letter to Kitters, signature

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cerned. Waivers may be requested for minor physical defects which the surgeon considers static in nature and which will not in any manner interfere with further flying duty. Section III of attached certificate, Appendix I, will not be accomplished on personnel in this category until WD AGO Form 64 has been reviewed and approved by the Senior Flight Surgeon of the Command concerned.

3. Physical examination of non-flying personnel will conform to the following procedures and standards:

a. Examination may be recorded on WD AGO Form 63 (or similar worksheet) for convenience, but this record will not be forwarded for review and approval by higher headquarters.

b. Personnel who have received a complete physical examination within the past six months may not require detailed re-examination.

(1) Record of last physical examination in past six months will be reviewed.

(2) Interval history will be obtained and a minimal screening physical examination will be accomplished. The purpose of this examination will be to recognize any physical defects which might result in the early loss of the services of the individual, if he continues further duty in an overseas theater.

(3) If nothing affecting the physical status of the individual is found, Sections I and II of enclosed certificate, Appendix I, will be appropriately completed. In Section I the phrase "except blood serology test and chest x-ray were not accomplished" will be struck out if these tests were included in the previous examination. The date of the previous examination will be inserted in Section I, and the date of the minimal screening examination will be supplied in Section II.

(4) Those examinees whose interval history and/or screening examination indicate the presence of a disease, operation, or injury since the last physical examination will be completely examined as provided in par. 3-c below.



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c. Officer non-flying personnel are required to meet the physical standards of AR 40-100, 16 November 1942, AR 40-105, 14 October 1942, and WD Circular No. 102, 11 March 1944, and enlisted non-flying personnel are required to meet the physical standards prescribed in MR 1-9, 19 April 1944, with the following exceptions:

(1) Chest x-ray and serological tests for syphilis may be omitted unless they are indicated. In Section I, the phrase "except serological tests for syphilis and chest x-rays were not accomplished" will be struck out accordingly when these tests are indicated and accomplished.

(2) Surgeons may qualify individuals who have minor physical defects which are considered to be static in nature and which will not in any manner interfere with further overseas duty.

d. Attached certificate will be accomplished on all examinees in a manner appropriate with the findings. Section I will be accomplished on all personnel. The presence of all physical defects and the limitation of assignment thereby created will be noted in Section III.

4. A debilitating physical or mental abnormality which is apt to be aggravated by conditions which will be encountered in theater of destination will be considered as disqualifying. As examples, the following are mentioned:

a. Marked general asthenia.

b. Recent debilitating disease.

c. Active peptic ulcer, chronic peptic ulcer.

d. History of tuberculosis even though currently arrested.

e. Hernia, except small incisional or umbilical. Moderate impulse produced by cough at the inguinal ring or at the site of a scar is not necessarily indicative of hernia. Diagnosis of inguinal hernia must be based upon demonstration of a hernial sac.

f. Psychoneurosis of such a degree that would preclude the efficient functioning of the individual concerned by further overseas duty. (See ETO-P(M)-MED).



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5. The Physical Profile Serial of non-flying enlisted men will be recorded in Section IV of attached certificate with the date of determination of the profile.

6. Certificates of physical capacity will be made in duplicate and signed by the examining surgeon. The original copy of the certificate will be forwarded to the unit commanding officer, who will be held responsible for recording in an officer's WD AGO Form 66-1, 66-2 or 66-3, or in enlisted personnel's WD AGO Forms 20 and 24 the following information:

a. Date of physical examination.

b. Physically qualified or disqualified for overseas duty.

c. Any defects noted in Section II of certificate, Appendix I, and the limitation on assignment which is thereby created. Certificate will then be attached to other allied papers which will accompany the individual concerned on transfer to another station within or out of this theater. The carbon copy of the certificate will remain in the surgeon's files.

7. Personnel who are definitely disqualified for further overseas duty will, upon receipt of the unit of alert orders for movement, be disposed of according to existing directives.

8. Dental Standards

A check will be made to see that letter, Headquarters, U.S. Strategic Air Forces in Europe, subject, "Dental Survey," 3 April 1945, has been complied with. All personnel should be brought to Class IV as soon as possible.

9. Immunization

Immunization will be accomplished in conformity with the provisions of ETO-POM-MED and Overseas Movement Orders when issued.

10. Medical Records

Medical records and medical entries in personal records will be completed in accordance with U.S. Strategic Air Forces in Europe regulation 80-10, 21 April 1945, and in addition the following will be accomplished:



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a. Each aircraft commander of flight echelons moving through India and/or Egypt will accomplish the following certificate:

(1) The aircraft has not come from or passed through any region designated a yellow fever area by International Agreement.

(2) No person has been taken on board since the aircraft left the United Kingdom or the Continent of Europe. If there are exceptions, procedure will be as follows: In the event that personnel has been taken on board since departure from the United Kingdom or the Continent of Europe, a list of the names will be given, such list to designate also the place of joining the aircraft together with details of the area in the African Continent from which personnel are in possession of a yellow-fever inoculation certificate.

(3) All personnel on board have been immunized according to current U.S. War Department requirements and are free from infestation with vermin and from infectious disease.

11. General Precautions

It is to be emphasized that the health and sanitation of troops is a command prerogative and the responsibility of the unit commander. The medical department is responsible only in an advisory capacity. Past experience in warfare in the tropics and sub-tropics has shown that the two most important factors which cause disability among troops are malaria and the diarrhea-dysentery diseases. In order to safeguard against these, the following procedures will be put into effect for movement to the theaters other than ZI:

a. Atabrine:- To achieve and maintain a protective blood atabrine level, the following dosage schedule should be effected:

(1) For two weeks prior to exposure, each individual should receive 0.1 gram (one tablet) of atabrine daily after the evening meal for six (6) days each week.

(2) Immediately following the schedule outlined in the preceding paragraph and during the entire period of residence in or passage through a malarious area 0.1 gram (one tablet) of atabrine should be administered daily after the evening meal for six (6) days each week.

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(3) Gastro-intestinal disturbances may occur during the first several days of atabrine therapy. After this period, reactions to atabrine are exceedingly rare. It has been shown conclusively that atabrine does not lower the ceiling or affect the vision of flying personnel. Quining suppressive treatment should be used only for those individuals who cannot tolerate atabrine. The dose of quanine recommended is 0.60 gram daily after the evening meal.

b. Sulfadiazine:- The prophylactic use of sulfadiazine to combat diarrhea-dysentery diseases may prove very helpful in reducing the non-effective rate in military personnel.

(1) (a) Sulfadiazine in dosage 0.5 gram (one tablet) daily after the evening meal is recommended for flight echelons who will receive this dosage from time of departure from this theater until time of arrival in theater of destination. This does not include those moving to ZI.

(b) Personnel moving by water will receive a single dosage of 2.0 grams (4 tablets) only when for any reason they debark enroute before arrival at final destination. This single dosage will be repeated when personnel again comes aboard to continue the voyage.

12. Training and Indoctrination

a. A detailed program of special training and indoctrination in relation to health and hygiene in the Tropics will be worked out and put into operation by the Air Forces and major commands. Indoctrinational material and suggestions for such training will be found in Technical Medical Redevelopment Bulletins published by Director of Medical Services, this headquarters, and distributed to Surgeons of all major subordinate commands.

b. If at all possible and time permits, actual bivouacs will be made and mock-ups of field sanitary appliances constructed in order to gain first hand knowledge of problems likely to be encountered.



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APPENDIX I

HEADING

CERTIFICATE

Section I

This is to certify that _____ (Name), _____ (Rank), _____ (ASN), _____ (Rating or MOS), was examined and found physically (qualified, disqualified) on _____ (Date) for (flying, non-flying) duties according to the provisions of (AR 40-105, AR 40-110, MR 1-9) except serological test for syphilis and chest x-ray were not accomplished.

Section II (if applicable)

Interval history and minimal screening examination on _____ (Date) indicated that there have been no diseases, operations, or injuries subsequently incurred which might disqualify this examinee for further overseas (flying, non-flying) duties.

Section III (if applicable)

Examination revealed the presence of the following (major, minor) physical defect(s) which (are, are not) considered disqualifying for further overseas (flying, non-flying) duties, since these defects (have, have not) interfered with the normal performance of duties in the European Theater of Operations, U. S. Army:

Section IV (Enlisted Men) (if applicable)

Physical Profile Serial was _____ on _____ (Date)

_____ (date)

_____ MC (Surgeon)

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S E C R E T

ANNEX C

Special Services Plan

The Special Services Plan is divided into nine sections as follows:

I. References.

II. Mission and Scope.

III. Personnel.

IV. Supplies.

V. Entertainment.

VI. Athletics.

VII. Libraries.

VIII. Assembly Areas, Staging Areas and Intransit to Other Theaters of Operation.

IX. Exchanges.

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I. References

1. MR 1-10, Morale.

2. TM 21-220, Sports and Games.

3. TM 21-205, The Special Services Officer.

4. TM 21-221, Informal Games for Soldiers.

5. War Department MR 1-3, Personnel in Athletics and Recreation Program.

6. Section I, Circular 99, Headquarters, European Theater of Operations, U. S. Army, dated 30 September 1944, "16mm Motion Picture Projectors and Film and Equipment Exchange Organizations."

7. Letter, Headquarters, U. S. Strategic Air Forces in Europe, subject, "16mm Motion Picture Equipment," dated 31 January 1945.

8. Letter, Headquarters, U. S. Strategic Air Forces in Europe, subject, "Policy and Program for Athletics," dated 27 February 1945.

9. Letter, Headquarters, U. S. Strategic Air Forces in Europe, subject, "The Special Services Program Immediately following V-Day," dated 20 April 1945.



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10. Circular 11, Section IV, Headquarters, European Theater of Operations, U.S. Army, dated 29 January 1945, "Civilian Attendance at Entertainments."

11. SOP No. 25, European Theater of Operations, U.S. Army, dated 15 June 1944.

II. Mission and Scope

1. Morale and welfare is a responsibility and function of command. In order to avoid any possible deterioration of morale following the cessation of hostilities, provisions will be made by all commands for a program of constructive activity for all personnel during such times as they are not fully occupied by essential military duties. This program will include athletics, movies, live talent shows, concerts, jam sessions, dances and conducted recreational tours. The Special Services Section, in all commands down to and including groups, will be expanded from available personnel to provide sufficient personnel for the vigorous prosecution of this program.

2. To assist Commanding Officers in maintaining a high state of morale within their commands by intensifying their athletic and recreational programs.

3. When the military situation permits, all training programs consistent with projected redeployment, will be revised so as to include the maximum amount of athletics and recreation.

4. The Chief of Special Services, Headquarters, U.S. Strategic Air Forces in Europe, is responsible for the overall planning, coordination and technical supervision.

5. Each major commander throughout the chain of commands is responsible for the operation of the program in the field.

III. Personnel

1. Commanding officers, down to and including groups, are authorized to utilize such personnel as they deem necessary to accomplish the command responsibility for an overall athletic and recreation program.

2. If available, Special Service Companies will be utilized to support and implement Special Services activities.



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IV. Supplies

1. Materials for the program listed in Sections V, VI, VII and VIII will be obtained by requisition through normal supply channels as directed in monthly supply memorandums from this headquarters. Such requisitions will be based on the total requirements of troops currently being supplied and the stocks on hand and previously issued. Maximum use should be made of supplementary local procurement and improvisation.

2. Disposition of Equipment

a. Movement of Units by Water Transportation for Direct Redeployment.

(1) Each enlisted individual is authorized not more than 7 pounds of personally owned items of recreational equipment to be carried on his person or in his baggage. See War Department Circular 344, 1944, regarding authorization for shipment as organizational equipment of additional individually owned recreational equipment, including radios.

(2) Recreational equipment, radios, and domestic washing machines, household type, procured by units from appropriated or non-appropriated funds and individually owned recreational equipment, including radios, may accompany units overseas as organizational equipment. The total recreational equipment including radios, authorized to be shipped as organizational equipment, will not exceed the aggregate weight of 5 pounds per individual or 50 pounds per unit, whichever is greater. Bulky equipment (for instance pool tables, furniture, etc.), other than domestic washing machines, refrigerators and soda fountains, will not be taken. No more than two domestic washing machines for each 100 enlisted individuals may accompany a unit.

b. Movement of Units by Water Transportation to United States for Redeployment, for Reversion to the Strategic Reserve or for Demobilization.

(1) As prescribed in movement orders of the unit, either domestic or overseas, units will turn in all Special Service and re-



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creational equipment not individually owned to collecting points established by the commands concerned. Some units may be directed to return with a minimum amount of Special Services and recreational equipment. In these cases, the movement orders will prescribe disposition and handling of such equipment.

(2) Each enlisted individual is authorized not more than 7 pounds of his personally owned items of recreational equipment to carry on his person or in his pack. (See War Department Circular 344, 1944, for authorization for shipment as organizational equipment of additional hand recreational equipment including radios).

(3) Recreational equipment and radios procured by units from appropriated or non-appropriated funds and individually owned recreational equipment including radios may accompany a unit as organizational impedimenta. The total recreational equipment, including radios, authorized to be shipped as organizational impedimenta will not exceed the aggregate weight of 5 pounds per individual or 50 pounds per unit, whichever is greater. Bulky equipment (pool tables, furniture, pianos, refrigerators, soda fountains) and any other similar equipment, will not accompany a unit.

3. Unit owned equipment

Supplies and equipment owned by a unit by virtue of a specific gift or purchase from its own funds, which do not accompany a unit may be sold to other military organizations. Privately owned organizational property, indisposed of, will be listed and turned in to the collecting point established by the command concerned.

4. Collecting Points

Major commands redeploying units will establish collecting points for the purpose of receiving, renovating, repairing, storage and re-allocation of all Special Services and recreational equipment, not accompanying units. The Special Services Officer, this headquarters, will be furnished a monthly report to reach this headquarters not later than the 10th of each calendar month, by the major commands concerned, showing the number and the condition of all items of equipment turned in by units being redeployed.



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V. Entertainment

1. The Chief of Special Services, this headquarters, is responsible for the coordination, policy and procedure on all matters pertaining to entertainment activities which consist of the following:

a. Movies

b. Theatricals

c. Vocational Arts and Crafts

d. Social Activities

e. Supervised Tours

f. Music

2. Movies

a. 16mm Service

(1) The Motion Picture Branch, Special Services, Headquarters, European Theater of Operations, U.S. Army, will receive, distribute and control the distribution of all entertainment film in the European Theater of Operations. Requests for civilian 16mm mobile motion picture units will be forwarded to this headquarters through normal military channels.

(2) Distribution of entertainment films will be through the Special Services Film Exchange set up by Special Services Section, headquarters, European Theater of Operations, U.S. Army. The location of these exchanges will be published at a later date.

(3) Projection Equipment will be drawn from Signal Corps Film and Equipment Exchanges in accordance with the provisions of Section I, Circular 99, Headquarters, European Theater of Operations, U.S. Army, dated 30 September 1944.

(4) Air Force units, redeployed to another theater of operations, will carry projection equipment and accessories and one film per projector as organizational equipment.

b. 35mm Service

(1) Application for standard sized 35mm motion picture film for exhibition in requisitioned civilian theaters or similar buildings, will be submitted to this headquarters, attention Chief

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of Special Services, for recommendation. Recommendation will not be forwarded when the number of troops in the area to be serviced by the theater does not approximate 400.

(2) The Chief of Special Services, this headquarters, will be responsible for:

(a) Coordinating the supply, distribution and control of all 35mm motion picture films exhibited in Air Force requisitioned theaters or similar buildings.

(b) Prescribing the policies and procedures under which Air Force requisitioned theaters or similar buildings will be serviced with 35mm motion picture films.

(c) Distribution of film will be made through film exchanges to be established at strategic geographical locations. Location of such exchanges will be published at a later date.

3. Theatricals

a. Soldier Show Programs will be initiated in all commands and will include variety shows, musical shows, legitimate plays, audience participation shows and radio shows. This program will be supplemented with jeep shows, civilian talent shows, and USO shows.

(1) Special projects may include unit theaters (complete with workshops), play writing contests, designing contests and talent contests.

(2) Supplies and equipment, including scripts, writing materials and costumes, etc., will be furnished by the Special Services Section, Headquarters, European Theater of Operations, U. S. Army, to the extent of availability through normal supply channels.

b. Live Talent

(1) USO Camp Shows:- USO Camp Show units will be procured through the Special Services Section, Headquarters, European Theater of Operations, U. S. Army, for allocation to major commands, who will be responsible for the routing, billeting and messing within their commands.

(2) Civilian Talent Shows: - Civilian talent will be



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etc., will be developed to the limit of available time, personnel and transportation.

7. Music

a. This program will be initiated by major commands and will include use of organizational bands, formation of unit bands and orchestras, choral groups and glee clubs. The program will be coordinated with the theatrical program in the production of live talent shows and other entertainment.

b. The Chief of Special Services, this headquarters, will coordinate the issuance of supplies and equipment to the extent of availability and provide technical assistance.

VI. Athletics

1. An intensified athletic program will be established for all military personnel if and when the military situation permits.

2. The athletic program will include various phases as directed by the individual commanders concerned.

a. Mass athletics during training time.

b. Competitive athletics through organizational leagues, tournaments, meets, etc., in all echelons.

c. Informal leisure time activities.

d. Competitive championship athletics at the U.S. Strategic Air Forces in Europe level and in organized inter-allied games.

e. Exhibition contests.

3. Available military and civilian facilities and equipment will be utilized for the establishment of the athletic program.

4. Personnel required for the conduct of the athletic program will be selected from the military personnel of the unit or organization concerned. In major commands, qualified staff officers of appropriate grade will be appointed Athletic Officers, down to and including groups. These officers will be assisted by such enlisted personnel as may be necessary.

5. Training schools will be established in all major commands for personnel assigned to the supervision and direction of the athletic program.

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made available by the Special Services Section, European Theater of Operations, U.S. Army, upon request through normal military channels.

(3) The organization of Jeep Shows within each command is a command responsibility, and should be encouraged in order to provide a maximum of live entertainment for all Air Force units.

4. Vocational Arts and Crafts

a. The Chief of Special Services, each major command, will coordinate arts and crafts with the Information and Education Sections concerned, in order to provide a maximum of materials and equipment for the Hobby Shop Program.

b. The following handicraft kits are available for distribution:

(1) Artists Sketch Kits

(2) Block Printing Kits

(3) Celluloid Etching Kits

(4) Clay Modelling Kits

(5) Knotting and Braiding Kits

(6) Leathercraft Kits

(7) Metal Plastic Kits

(8) Wood Carving Kits

(9) Workshops containing tools, each containing a sufficient number of tools for 50 men.

5. Special Activities

a. Day rooms, service clubs and other such recreational facilities will be developed as completely and rapidly as possible.

(1) Dances and other social activities will be stressed.

(2) A hospitality program will be initiated, stimulating relations between the United States Air Forces and the people of friendly countries at such times as conditions permit.

6. Supervised Tours

a. The value of supervised recreational tours should not be underestimated. Supervised excursions to places of historical interest, internationally known scenes, art exhibitions, parks, libraries,



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6. The competitive spirit will be encouraged by the recognition of winning units, teams and individuals, through prizes, awards and suitable publicity. Adequate publicity and promotion will be given to the athletic program in all echelons, through development of sports bulletins, newspaper stories, photographs, posters, radio and other prominent media.

VII. Libraries

1. The library services, this headquarters, will coordinate the selection, assembly and distribution of books and other reading materials with the various major subordinate commands. Civilian and army librarians will be assigned by the Special Services Division, Headquarters, European Theater of Operations, U. S. Army, to major commands, to act as technical advisors in the establishment and maintenance of the libraries.

2. Training schools have been established by the Special Services Section, European Theater of Operations, U. S. Army, for personnel assigned to the direction and supervision of the library program. These schools will be supplemented by command schools for the training of selected personnel as indicated.

3. The following type of library will be allocated to the major commands:

a. Unit Library:- The basic unit in which a unit library will be established approximates 3000 men and will contain a total of from 500 to 1000 books.

b. Libraries for assembly areas, leave areas and staging areas will be provided by the Special Services Section, Headquarters, European Theater of Operations, U. S. Army, on the basis of: For each 15,000 men, approximately 3,000 to 5,000 books.

VIII. Assembly Areas, Staging Areas and Intransit to Other Theaters of Operation

1. The Commanding Officers of the Air Force assembly areas or staging areas will be responsible for the Special Services Program. He will appoint such personnel as is necessary to plan and operate athletic and recreation programs, and receive and distribute equipment.



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2. Special Services Officers travelling with groups or other units to another theater of operations will be responsible for the special services program for Air Force units in transit to another theater of operations.

IX. Exchanges

1. Liquidation

Unit Exchanges will be liquidated in accordance with Part III, SCP No. 25, European Theater of Operations, U.S. Army, 15 June 1944, as amended, prior to departure of a unit for an assembly area. In the event that a unit departs directly from its unit station to a staging area, liquidation will occur prior to departure for the staging area.

2. Exchanges in the Assembly Area and Staging Areas will carry stocks designed to provide the items desired by personnel enroute to the United States or other theaters. They will likewise be organized to provide amusement facilities appropriate to exchanges. Personnel may be given the opportunity to purchase advance rations consistent with the number of days travel involved.

3. Expanded Exchange Operations

Separate technical instruction will be published providing details for expanded exchange operations.

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ANNEX D

Information and Education Plan

1. References

a. MR 1-10, 5 March 1943, Morale.

b. WD RR 1-4, 15 September 1944, and Change No. 1, 1 March 1945, Personnel-Army Education Program.

c. ETOUSA Special and Morale Services Guide.

d. WD Circular 360, 1944, as amended (particularly WD Cir. 15, 1945).

e. Letter, Hq, ETOUSA, file 322, 2 November 1944, subject, "Orientation, Information and Education Program."

f. Letter, Hq, ETOUSA, file 350, 2 April 1945, subject, "Army Education Program-Post Hostilities."

g. Letter, Hq, USSTAF, file 353.8, 25 April 1945, subject, "Information and Education Program."

h. Letter, Hq, USSTAF, file 353.8, 1 May 1943, subject, "Operation of Information and Education Activities."

i. USSTAF Regulations No. 34-1, Enlisted Men's Council.

j. USSTAF Regulations No. 121-5.

2. Mission and Scope, Post V-E Day

a. To assist commanding officers in maintaining a high state of morale and discipline within their commands and be of maximum future benefit to military personnel.

b. Upon the cessation of hostilities, all training programs, excepting in units to be transferred to other theaters, will be revised so as to include the maximum amount of education consistent with the performance of and training for current and projected military duties.

(1) The effective date for the establishment of this program and further requirements, will be announced by this headquarters.

c. Not less than two undivided hours of duty time will be devoted each week during the redeployment period by all personnel to the Orientation Program.

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d. Participation in the educational program will not delay the individual's transfer from this theater or his separation from the service.

3. Responsibility

a. Operation of the I and E program is a responsibility of command.

4. Personnel

Major subordinate commanders are authorized to utilize such personnel as they deem necessary to accomplish the command responsibility for the Information and Education programs.

5. Supply

Instructions will be issued.

6. Information and Orientation Program

a. Purpose.

(1) To inform military personnel of the purposes and procedures of redeployment and readjustment programs and activities (see par. 4, R& I-1). All the informational media listed herein will be used to emphasize the "Why" of redeployment and readjustment, and will contain explanations designed to build up in the minds of soldiers an understanding of the need for fighting Japan, why service in ETO does not complete their military obligations, how the readjustment plan operates with fairness through a recognition of the service of individuals, and what the other reasons for the redeployment and readjustment program are. Information furnished by this headquarters will be used by all organization commanders and their officers to instruct their personnel carefully on the foregoing. Energetic action will be taken to combat through the use of all informational media the false rumors which will inevitably arise with respect to readjustment and redeployment.

(2) To review for the soldier the historic accomplishment of the troops in the ETO - from first preparations in England to the destruction of the German army. The contribution of the Air Forces will be reviewed. Individual units will review their particular contribution to Victory.



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(3) To inform troops about Germany's consistent role as aggressor, the characteristics of the German people, their probable attitude toward the forces of occupation and why the Supreme Commander's non-fraternization policy must be carried out.

(4) To orient troops bound for active theaters, and to keep all troops informed about the continuing war against Japan.

(5) To bring to the attention of the soldier the problems of peace both as an individual and as a citizen of the American Democracy, and to help prepare soldiers for their return to civilian life.

b. Media.

(1) American Forces Network:- Radio transmitters will be installed in accordance with principles set forth in letter, Headquarters, Communications Zone, ETOUSA, AG 676.3 OpOA, 9 May 1944, subject, "American Forces Network." These transmitters will provide complete military listener coverage in training areas, assembly areas, staging areas, ports of embarkation, and the area of occupation in Germany.

(2) Stars and Stripes:- The present editions, including the weekly supplements "Warweek" and "Tomorrow", will be enlarged. They will continue to be published in the United Kingdom, France and Germany.

(3) Yank:- Will be published in the United Kingdom, France and Germany.

(4) Army Talks, Overseas Woman, Information Bulletin, maps, and other supplementary publications will continue to be published for use in the information and orientation program.

(5) Motion Pictures:- Orientation and educational films will be distributed as indicated in supply instructions.

(6) Research studies on soldier attitudes will be carried out, and the findings made available through command channels to unit officers.



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(7) Air Force:- Will be utilized as an information and Education medium for AAF troops in ETO.

(8) Air WAC:- Will continue to be published; its use as a medium for Information and Education will be expanded.

(9) The Enlisted Men's Councils will be extensively employed to further the purpose of the Information and Education Program.

(10) A USSTAF Information Bulletin will be published to assist Information and Education Officers at all echelons of the U. S. Strategic Air Forces.

(a) It is intended that this publication will contain unclassified information of administrative developments (leaves, furloughs, readjustment procedures, etc.), ignorance of which at lower echelons gives rise to harmful rumors and morale problems.

7. Education Program

a. Purpose.

(1) To prepare soldiers for their return to civilian life by imparting, so far as practicable, not less than the equivalent of a fifth grade general education to all military personnel who have not received such education previously.

(2) One or more useful vocational or professional skills or basic education leading toward such skills.

b. Command Schools.

(1) Unit schools and technical schools will be established by subordinate commanders as prescribed in AF letter, subject, "Army Education Program - Post Hostilities," 2 April 1945.

(a) Unit schools will be established in each command of approximately 1,000 men, offering general and vocational training for which specialized equipment other than text books is not required.

(b) The Air Forces and independent commands may organize and operate technical schools, at the Air Force or command level, to provide technical and vocational training; using such in-



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stallations, facilities, and equipment not needed for military maintenance.

(1) Plans for such schools must be approved by this headquarters.

(c) Technical schools will be organized and operated at this level for AAF personnel in the ETO.

(1) Plans not yet sufficiently formulated for announcement, contemplate several schools to offer instruction to all types of personnel on subjects which were formerly limited, by necessity, to specialists in the Air Forces; but which subjects are of general interest to all as:

(a) Flying - to be similar to Civil Aeronautics Authority instruction in schools and colleges in the States.

(b) Photography - in all its aspects.

(c) Weather - what it is and what can be done about it.

(d) Etc.

c. Theater Level Schools.

(1) Headquarters, European Theater of Operations, will be responsible for the establishment of Army University Study Centers to provide general, pre-professional training at college and university levels, and centralized technical schools to provide specialized vocational and technical training for qualified military personnel. Entrance requirements for such centers and quotas for the major commands will be announced. Personnel will be placed on detached service while attending such schools.

d. Training within Civilian Agencies.

(1) Arrangements will be made by Headquarters, European Theater of Operations with civilian institutions within the Theater to provide instruction at college and university level or in technical schools for qualified military personnel. Entrance requirements for military personnel to attend civilian colleges, universities or technical schools and quotas for the major commands will be announced.



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(2) Headquarters, European Theater of Operations, contemplates making arrangements with trades, industries, business, and professions to provide opportunities to study for military personnel. Successful completion of these arrangements and requirements for attendance and quotas for the major commands will be announced.

e. United States Armed Forces Institute (USAFI).

(1) ETO Branch USAFI will continue to operate within the same policies and perform the same correspondence services as at present.

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ANNEX "B"

STATISTICAL CONTROL OFFICE

1. General

a. Maximum utilization will be made of statistical reporting channels now existent. Insofar as possible, status reports now being prepared by units in the field will be adapted to the needs of redeployment, reducing as far as possible the need for new reports.

b. In order to provide a continuity in statistical reporting, Statistical Control Officers will be assigned to the Air Force Advisory Group established at the assembly area, to Air Assembly Area and to Port Air Sections established at ports of embarkation, in addition to the Statistical Officers now assigned to each level of command under the jurisdiction of U.S. Strategic Air Forces in Europe.

c. Existing reports as called for by current directives will be continued as the standard reporting system for the Occupational Air Force.

2. Redeployment of Aircraft and Combat Crews

a. In general the detail of the movement of aircraft and combat crews will be reported to Headquarters, U.S. Strategic Air Forces in Europe through established statistical control channels.

(1) When combat crews move to and through the assembly area or water ports of embarkation, all reports will be submitted directly to Headquarters, U.S. Strategic Air Forces in Europe, Attention Statistical Control Office

(2) All such reports will be prepared and submitted by the Statistical Control Officer at these installations in accordance with directives and instructions to be published by Headquarters, U.S. Strategic Air Forces in Europe.

b. Reports prepared for USSTAF Headquarters:

(1) Records will be kept of activity on each aircraft shipment in this theater. At all times a complete history of each aircraft will be maintained up-to-date showing the number of aircraft called for, the shipment designation, the date the shipment was established, and all movements of aircraft. Similar records will be maintained covering movements of combat crews.

3. Personnel Reports

a. Reports Required from Units. Personnel Status Reports (AAF Form 127) and Morning Reports (WD AGO Form 1) are at the present time being complete



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by all units under USSTAF. These will serve as the basic personnel reports to be required from individual units during redeployment activities. From them, the Statistical Control Units of each subordinate headquarters, and Statistical Control Office, this Headquarters, will obtain all necessary data.

b. Strength Accountability. The Statistical Control Office, Headquarters USSTAF, will receive reports and assume strength accountability functions for the AAF units in the Assembly Area Command, as well as all AAF units which have departed this Theater, but which have not arrived at destination. Since there will be no comparable assembly area in the UK, strength accountability will be discharged by command Statistical Control Units until the organizations depart from home stations. At that time, Statistical Control Office, Headquarters USSTAF, will assume strength accountability until the organization reaches its final destination.

c. Reports Prepared for USSTAF Headquarters. The Statistical Control Office will continue present organization strength, authorization, and status reports, incorporating into them data on the designation of units to be redeployed, the scheduled date and disposition of the units, together with indication of units which have not met their commitment dates. Further, there will be prepared as often as desired, requirements studies, showing the MOS breakdown called for in the units to be redeployed, as compared to totals of personnel presently assigned to the commands, with the corresponding overages and shortages indicated.

4. Adjusted Service Rating Reporting.

a. Personnel service factors outlined in WD RR 1-1, 15 Feb. 45, "Plan for Readjustment of Military Personnel after the Defeat of Germany" are being maintained on a current basis by each Statistical Control Unit and published monthly as a part of Monthly AAF Classification and Audit Lists (SC Forms 650 and 651). Therefore, although service factor multiples have not been released by the War Department as of this date, the basic information necessary for the computation of Adjusted Service Ratings exist at each Statistical Control Unit.

b. Instructions for the completion of Adjusted Service Rating Cards are contained in ETO Circular 51 which contains instructions for the compilation of the report called for by paragraph 29a., WD RR 1-1, for Army Air Forces Personnel in this theater.





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c. Headquarters, ETOUSA., will designate an effective reporting date, referred to as "E-R Day", in connection with the Report of Total Adjusted Service Rating Credits. This date will be communicated to each Statistical Control Unit. On "E-R Day" each Statistical Control Unit will apply an Adjusted Service Rating conversion deck to individual status cards and produce Adjusted Service Ratings for each enlisted person, and compile, for the command concerned, the following reports

AIR FORCES OR COMMAND_____as of DATE_____

| Column (1) TOTAL CREDITS | Column (2) EM - EW* asgd & atchd, unasgd to AAF troop basis units. | Column (3) EM - EW* asgd & atchd, unasgd to non-AAF troop basis units asgd or atched to air force or command | Column (4) Total of columns (2) & (3) |
|---|---|---|---|
| Unknown | 10 | - | 10 |
| 12 | 1 | - | 1 |
| 13 | 2 | - | 2 |
| 16 | 5 | 1 | 6 |
| 95 | 30 | 2 | 32 |
| 96 | 41 | 6 | 47 |
| 97 | 8 | 1 | 9 |
| TOTAL | 225 | 10 | 235** |

Strike out inapplicable - Separate tabulation prepared for enlisted men and enlisted women.
**Must agree with MR total for as of date of report.

d. The above report will be dispatched so as to arrive at the Statistical Control Office, this headquarters, not later than "E-R Day" plus 7.

e. As the personnel status cards are processed for each unit, in preparing the report outlined in par. c. above, the Statistical Control Units will prepare a special AAF Classification and Audit list for each unit, which will show, in addition to information normally contained, the Adjusted Service Rating Score for each man. These C & A lists will be forwarded to each unit for audit. Audit will be completed and the lists returned to the servicing SCU not later than "E-R Day" plus 11. The audit will be based upon a completed, certified, witnessed Adjusted Service Rating card completed in accordance with theater instructions in each unit.

f. Technical machine operating instructions will be furnished to each Statistical Control Unit separately.

5. Movement Control.

The Statistical Control Office will maintain records on the location, assignment and movement status of all units and echelons. Information requisite



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for these records will be obtained from already existing reports with such additional reports as are necessary from assembly areas, reinforcement depots or battalions, and ports of embarkation.

a. The major command, at time of departure, will report units enroute to the assembly area, the date of departure, the strength of each unit (showing officers and enlisted personnel, male and female), and expected date and hour of arrival at assembly area, by the most expeditious means of communication.

b. A similar report will be prepared by the USSTAF Reinforcement Battalion concerned on the movement of casual shipments.

c. A daily report will be submitted from each assembly area indicating

(1) Units ordered in.

(2) Units arriving.

(3) Units departing.

d. A daily report will be submitted from each port of embarkation indicating

(1) Units ordered in.

(2) Units arriving.

(3) Units departing.

e. The above reports will be submitted by Statistical Control Units at each command and statistical control officers at assembly areas and ports of embarkation and will be integrated with movement and sailing reports required by ETO-POM-RAD.

6. Supply.

a. Reports on Organizational Equipment.

(1) General - There will be two forms utilized in reporting on organizational equipment during the period of redeployment.

a. "Report of Equipment To Be Returned To The U.S.", to be used by all units moving from the ETO to the U.S.

b. "Unit Commander's Equipment Report" - to be used by all units being redeployed directly to active theaters.



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These reports are prescribed in the ETO-POM-RED and will be completed by Air Force units on all equipment, a separate report being prepared on equipment authorized and furnished by each service (Air Corps, Ordnance, Engineer, Signal, etc.).

(2) Procedure as outlined in ETO-POM-RED with regards to the completion of these reports will be followed, and in addition

a. Two copies of each report will be furnished to the Port Air Officer of the Port of Embarkation through which the unit's organizational equipment is to be forwarded. The Port Air Officer will insure final editing of the report, noting by organizational equipment item, name and number of the ship that the equipment is forwarded on. Distribution of these two copies will be:

1 to CG, BADA

1 to Unit Commander at Destination.

b. Miscellaneous Supply Reports

(1) Responsibility for the European Theater of Operations consolidation of the following statistical reports pertaining to AAF supplies and equipment has previously been delegated by this Headquarters to Hq Base AIR Depot Area:

| REPORTS | APPLICABLE DIRECTIVES |
|---|---|
| Overseas AAF Aircraft Engine Reports | WD ltr, AG 452.13 (24 Oct 44) OB-S-D-AAF-M 6 November 1944<br>WD ltr, AG 452.13 (23 Feb 45) OB-S-D-M, 26 February 1945 |
| Report of Air Forces Photographic Operations and Equipment on Hand | AAF Regulation 15-10, 15 October 1943 USSTAF Regulation 15-3, 16 February 1945, Ltr Hq AAF, "AAF Form 10 (Report of Air Forces Photographic Operations and Equipment on Hand)", 23 March 45. |
| Monthly AAF Ground Radar Equipment Report | WD Ltr, AG 400 (1 Feb 45) OB-S-D-M, 27 February 1945. |
| Monthly Inventory Status Report of AAF Communications Items | WD ltr, AG 400 (1 Feb 45) OB-S-D-M, 27 February 1945. |

The European Theater of Operations consolidation of these reports and their submission to Hq AAF will continue to be the responsibility of Base Air Depot Area during the redeployment period. This Headquarters will keep Hq Base Air Depot Area currently apprised of such data relative to movement of units and Headquarters now submitting subject reports as is necessary to permit the continued effective accomplishment of the responsibility. In connection with reports which will be re-



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quired from organizations passing through assembly areas (water and air) and ports of embarkation, Hq Base Air Depot Area will be authorized direct communication with the Statistical Control Officers assigned to each assembly area or port of embarkation.

(2) Each air Force and command under the administrative control of USSTAF is currently submitting a Monthly Aviation Fuel report to this Headquarters, showing stocks of aviation fuel of each grade on hand in units or at stations and net withdrawals from storage during the period. It will be the responsibility of each command to insure that net withdrawls for the month to date of departure and closing stocks of aviation fuel at the time units depart their home stations for redeployment are included in the monthly summary report to this Headquarters.

7. Redeployment Readiness Report

a. A Redeployment Readiness Report will be prepared semi-monthly by all committed units and forwarded to this headquarters through the Statistical Control Units at each Air Force and command headquarters. Determination of units on which reports will be received will be made prior to each reporting period by this headquarters. It is planned that this report will furnish information on the progress toward complete readiness of each departing unit. The report will be flexible in nature flash reports may be obtained on special type units as required; items of particular interest may be added to the report as required. The Redeployment Readiness Report will be designed to supplement and follow-up pre-redeployment POM inspections and lead to the preparation of the final status report.

b. Report will consist of items on

(1) Personnel

(2) Organization Status

(3) Training Status

(4) Supply Status

8. REDEPLOYMENT CONTROL REPORTS.

It is planned that the Statistical Control Office will publish two Redeployment Control Reports during the redeployment period, for the use of interested staff sections at this headquarters. Information for these reports will be obtained from already existing records and through regularly established report-

/ ing channels.

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a. Daily Redeployment Movement Report - This report will list movements during the previous 24 hours, from the Air Forces and commands to assembly areas, staging areas and ports of embarkation. The report will also contain a list of units alerted for movement on a daily basis and readiness date.

b. Fifteen Day Redeployment Progress Report - will be prepared for distribution to those staff agencies whose function would render such information essential. This report will consist of the following information on those units that are scheduled to move in a given period of time. This report will be a semi-monthly recapitulation of the daily changes published in Redeployment Movement Report described in a. above.

(1) Unit.

(2) Shipment Number.

(3) Destination.

(4) Type of Aircraft (for those units with flight echelons).

(5) Date of Warning Order.

(6) Date of Movement Order.

(7) Personnel Readiness Date.

(8) Impedimenta Readiness Date.

(9) Date Status Report Submitted.

(10) Date Status Report Approved.

(11) Date of Departure from Home Station.

(12) Date of Arrival in Assembly Area.

(13) Date of Departure from Port of Embarkation.



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ANNEX F

Miscellaneous Administrative Instructions

1. Perfection of Personnel Records

a. Commanders of all echelons will be responsible for the perfection of personnel records in the manner prescribed by existing directives before the departure from their commands of personnel under the Redeployment and Readjustment Programs.

b. Operating teams of trained personnel will visit units and installations in order to check the condition and accuracy of personnel records and deficiencies noted will be corrected.

2. Disposition of Records

a. General:- Upon redeployment it is essential that the official records of each unit be properly disposed of in accordance with Theater Directives. It is also of the utmost importance that other documentary material be preserved to insure an adequate historical record of the participation of the AAF in the European War.

b. Official Unit Records.

(1) Only current organizational records needed during movement will accompany units from this theater. Current records which will not be required for use during the period of movement will be screened, arranged in general classes, boxed and shipped with unit impedimenta, as prescribed in Readjustment Regulations (RR 1-2).

(2) All non-current records of units and installations in the theater will be disposed of in accordance with Circular 121, 1944, Headquarters, European Theater of Operations, U.S. Army.

c. Historical Records:- Each organization headquarters may have in the files of its staff sections, as apart from its official files, operational, intelligence and logistical documents (staff studies, reports, correspondence, inter-office memoranda, directives, publications, etc.). It is important that all material of this nature of possible historical interest or of use in air staff schools of the future, be preserved. Historical Officers of all AAF organiza-

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tions down to and including the group level, in coordination with intelligence and other staff officers, will be responsible for the preservation and collection of all documentary materials of historical value, and for forwarding such documents, in accordance with AR 345-105, c. 4, paragraph 11, to the Commanding General, Headquarters, Army Air Forces, Washington, D. C., Attention, AC/AD, Intelligence, Historical Division. Staff Section records will not be disposed of until the Historical Officer has examined them and extracted materials for preservation.

3. Military Justice

a. Principles.

(1) Until such time after the cessation of hostilities as a peace treaty is concluded with Germany, or Congress amends Article of War 48, whichever event is the earlier, the occupational period will continue from the viewpoint of military justice to be considered as "a time of war."

(2) Commanders of all echelons will take vigorous action to prevent or correct any relaxation of military discipline, and to expedite the disposition of all courts-martial charges.

(3) (a) There will be no general program of mass leniency to or liberation of persons in confinement. Military personnel under charges, whether for offenses committed prior to or subsequent to an armistice, will be tried, and the wartime scale of punishment applied.

(b) No central authority will be established for the discipline of personnel under charges.

(c) Garrison prisoners may be restored to duty in meritorious cases.

(d) Personnel in disciplinary training centers will remain in custody. However, rehabilitation practices will continue in accordance with theater directives (see par. 4, AR 1-1).

b. General Court-Martial Jurisdiction.

(1) General court-martial jurisdiction over Air Force



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personnel at the Communications Zone Assembly Area on the continent will be exercised by the appropriate Communications Zone commanding officer.

(2) General court-martial jurisdiction over units and individuals at Air Assembly Areas will be exercised at each such area by the commanding officer of the major command or BADA having command jurisdiction over the area, unless express orders to the contrary are issued by this headquarters.

4. War Crimes Information

War Crimes Questionnaire (ETOUSA War Crimes Form No. 8) will be completed at the unit station by each individual being redeployed, except individuals being redeployed through the Communications Zone Assembly Area, and any necessary interrogation will be made in accordance with letter, Headquarters, European Theater of Operations, U. S. Army, 20 April 1945, subject, "War Crimes Interrogation of U.S. Military and Civilian Personnel" File AG 000.5 OPJA, and 1st Indorsement, this headquarters, thereon, 3 May 1945, File AG 000.5.

5. Legal Assistance

a. At each station where there is a Courts and Boards Officer or Legal Officer, the Commanding Officer, upon first official notice of impending movement, will publish a notice bringing to the attention of each member of his unit that the Courts and Boards or Legal Officer is available to give advice and render assistance with reference to wills and powers of attorney and any other legal matters. The courts and Boards or Legal Officer will prepare wills and powers of attorney for any member of the unit who requests him to do so, will furnish so far as he is able, any other legal advice and assistance; and when not able to furnish the advice or assistance requested will consult with reference thereto with the Staff Judge Advocate of the headquarters exercising general court-martial jurisdiction over the unit.

b. At each station where there is no Courts and Boards Officer or Legal Officer, the Commanding Officer will, immediately upon





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receipt of first official notice of impending movement, advise the headquarters exercising general court-martial jurisdiction over the unit, and that headquarters will arrange for a qualified officer to be placed on temporary duty at the station concerned, and will advise the commanding officer of the date of such officer's arrival at the station. Upon receipt of such information the Commanding Officer will publish a notice bringing the attention of each member of the unit that such officer will be available to give advice and render assistance with reference to wills and powers of attorney and any other legal matters. The officer so placed on temporary duty will prepare wills and powers of attorney for any member of the unit who requests him to do so, and will furnish other legal advice and assistance so far as he is able to do so.

6. Administrative Instructions

a. General administrative instructions for the preparation of oversea movements will be contained in ETO-POE-HED, now in the process of preparation.

b. Supplementary administrative instructions for oversea movements will be contained in administrative instructions accompanying the movement orders.

7. Awards and Decorations

Policies and procedures with respect to awards and decorations will be in accordance with current War Department and Theater instructions.

8. Marriages

Existing policies will remain in effect.

9. American Red Cross

American Red Cross activities will continue as at present, and will have as their objective the enhancement of the morale of the troops by the adequate provision of American Red Cross personnel, clubmobiles, cinemobiles, donut dugouts, service clubs, ranger service and home service operations in all areas accessible to troops.

10. Transportation of Dependents



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a. Return of dependents from this theater to the United States is governed by the provision of War Department letter, file AG (23 Oct. 44) O-B-S-M, dated 23 November 1944, subject, "Return of Dependents from Overseas," and first indorsement thereto by Headquarters, European Theater of Operations, U. S. Army, dated 7 March 1945.

b. Policy for the transportation of dependents from the United States to this theater will be published when instructions are received from the War Department.

11. Claims

Action will be initiated at the earliest time to settle claims arising out of adjustments for pay, lost baggage, pensions and other causes. Further instructions will be contained in ETO-POM-MED.

12. Separation from the Service of Female Military Personnel

a. General:- All female military personnel enlisted women of the Women's Army Corps who desire separation from the service because of the separation of their husbands, will be separated. The eligibility of such personnel for separation will not be affected by their adjusted service rating scores, nor will military necessity govern in these cases.

b. Procedure.

(1) The immediate commanding officer of the female military personnel concerned will secure proof of the husband's separation in the most expeditious manner.

(2) Until such time as satisfactory evidence of such separation is secured, the female personnel concerned will remain with their organizations. When such evidence has been secured, they will be transferred to the reinforcement depot designated by Headquarters, European Theater of Operations, for the accomplishment of the necessary procedures.

13. Postal Procedures

Detailed instructions pertaining to postal procedures will be contained in U.S. Strategic Air Forces in Europe Regulations now in the process of preparation.



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ANNEX G

Plan for Relinquishing AAF Airdromes and Other Installations Located within the European Theater of Operations

I. In the United Kingdom

1. a. Whenever units of the United States Army Air Forces intend vacating headquarters, depots, airfields and other large air force installations within the United Kingdom, notice will be given through Army Air Force command channels as far in advance as possible (in the case of large installations, at least 30 days prior to the proposed date of vacation) to the Commanding General, U. S. Strategic Air Forces in Europe, who will determine whether the installation is still required for air force purposes. In the event that 30 days notice cannot be given before vacation of an installation, because of unforeseen operational moves or tactical disposition of units, the air force will furnish a holding party until the station is taken over by the Air Ministry or their representative.

b. In the event an installation is no longer required by the Army Air Forces, the Commanding General, U. S. Strategic Air Forces in Europe will notify the British Air Ministry and the Commanding General, United Kingdom Base. Base Air Depot Area, Air Technical Service Command in Europe has been designated by U. S. Strategic Air Forces in Europe as representative for them in responsibilities for accommodation stores. U. S. Strategic Air Forces Regulation No. 85-7A covers this matter in detail and requires one copy of the report to be submitted to Headquarters Communications Zone.

2. The request for release of small parcels of land or buildings will be submitted through command channels to the Commanding General, United Kingdom Base who, in turn, requests the Air Ministry to derequisition or take over the property. The 30 days notice of vacation of property to the Air Ministry relieves the air forces and United Kingdom Base of responsibility for the property after expiration of the period. In the event the installation is vacated without the 30 days notice, the Air Forces will furnish a holding party until



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the property is accepted by the Air Ministry or until the 30 day period has expired.

3. The Air Ministry will set the actual date of transfer, will issue instructions to the unit taking over and will advise the Commanding General, U.S. Strategic Air Forces and the Commanding General, United Kingdom Base. The Engineer, United Kingdom Base or his representative will be present at the transfer to coordinate between the Army Air Forces and the Air Ministry. A Condition Report (in duplicate) will be submitted by the U.S. station or installation commander, to the Engineer, United Kingdom Base or his representative, showing the condition of buildings, fixtures and grounds. This Condition Report will be certified by the U.S. station or installation commander and the Air Ministry Clerk of Works on the station when the property is handed over to the Air Ministry or their representative.

II. In Liberated or Occupied Territories

3. Whenever units of the U.S. Army Air Forces intend vacating an installation within liberated or occupied territories, on the Continent in the western part of Europe, the following procedure will be followed:

a. Airfields:- The Deputy Supreme Commander, Supreme Headquarters Allied Expeditionary Forces (Main) Air Staff, is responsible for the allocation and assignment of available airfields between the Tactical Air Forces, and for reassignment of the airfields to other forces or agencies as they cease to be required for tactical operations.

b. Approximate dates airfields are to be vacated, or will be available for reassignment, will be given through Air Force channels, as early as possible when, with pertinent information on the serviceability of runways, dispersal and taxi tracks. If the vacating agency desires to recover any air fields, construction materials, supplies, and/or property from a site to be vacated by it, such will be noted at this time.

c. Supreme Headquarters, Allied Expeditionary Forces (Main)



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Air Staff, will give notification of airfields or dates of expected vacancy to all agencies concerned. Any Agency requiring the use of airfields now vacated, or due to be vacated, will make requests to the aforementioned headquarters for reassignment to them of the desired airfields. If no requests for use of a vacant airfield is received within a period of two weeks after its availability has been announced, the airfield will be abandoned and all concerned so notified by Supreme Headquarters, Allied Expeditionary Forces (Main) Air Staff.

4. a. Installations other than Airfields:- The appropriate Town Major, or Base Section Engineer, Communications Zone, is responsible for the allocation or assignment of real property between Air Force units and other forces and agencies.

b. When a unit intends to vacate real property notice thereof will be given, preferably four days in advance, to the appropriate Town Major or Base Section Engineer, Communications Zone, in writing. This correspondence should give the location of the property and the date it is expected to be vacated.

c. Before vacating real property the Commanding Officer of the occupying unit will designate a party under his command to assist the appropriate Town Major or a representative of the Base Section Engineer, Communications Zone, in checking the survey or inventory and to explain any deficiencies or damage. In the event that the Town Major or representative of the Base Section Engineer, Communications Zone so desires, the Commanding Officer of the Station will cause a check to be made of the survey and inventory noting any deficiencies or damage and notifying the Town Major or representative of the Base Section Engineer, Communications Zone, thereof.

III. General

5. Airfields, installations, and accommodations being vacated by the Army Air Force will be released in the best possible condition but no rehabilitation of facilities will be undertaken by the vacating forces.



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ANNEX H

Maintenance procedures

1. For serviceability standards of Air Force procured equipment to be shipped to the Pacific Theaters, or to the United States, see Annex M.

2. For aircraft redeployment modifications see Annex N.

3. For additional instructions concerning maintenance of common user items see Redeployment Instruction No. 1, Headquarters, European Theater of Operations, U. S. Army, 26 January 1945.

4. For processing standards for overseas shipments, see Annex M.

5. For condition in which Army Air Force procured equipment must be put before disposition in the Theater, normal procedures will govern.

6. Normal procedures will govern to the determination as to when an item of Army Air Force procured equipment is economically repairable.

7. Requirements for redeployment of flight echelons over Air Transport Command routes will be in accordance with the provisions of letter this headquarters, subject, "Requirements for Redeployment of Flight Echelons from European Theater of Operations over Air Transport Command Routes", dated 5 May 1945, and subsequent revisions thereof.

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S E C R E T

ANNEX I

Semi-Monthly Redeployment Readiness Report

Short Title: SM-RR

Status as of _____

1. Unit Designation _____ Station _____

2. (If applicable) Movement Order: Date of _____

Date Received _____ Shipment Number _____

Readiness Dates: Personnel _____ Impedimenta _____

3. Organization and Equipment Data:

a. Organization basis:

T/O & E, T/O or specific allotment NO: _____

dated _____ with _____ changes.

b. (1) Date organized or last reorganized _____.

(2) Date arrived overseas _____.

(3) Date organized if activated in overseas theater _____.

c. Equipment basis:

T/O and #, T/E No: _____ dated _____

with _____ changes; and/or

SLOE _____
(File, Date and Subject)

4. Unit Commanding Officer: White or Negro:

Name: Rank:

Serial No: Efficiency Rating:

Date assumed command _____

Period of service with this unit _____

Period of service with any other unit of this type _____

5. Strength:

| | *Off | **Nurses | *WO | *Flt O | EM | Civ | Total |
|---|---|---|---|---|---|---|---|
| a. T/O & E or T/O | | | | | | | |
| b. #Total authorized if different from T/O & E or T/O. (Include specific allotment here). | | | | | | | |

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| | *Off | **Nurses | *WO | *Flt O | EM | Civ | Total |
|---|---|---|---|---|---|---|---|
| c. (If applicable) Authorized for this movement by Movement Order including any overstrength. | | | | | | | |
| d. Actual on hand strength. | | | | | | | |
| e. Included in Par 5a, b, or c, Authorized Combat Crew Strength. (Indicate whether Ref par 5a, b, or c) | | | | | | | |
| f. Included in par 5d, On hand Combat Crew Strength. | | | | | | | |

When applicable indicate male or female.
*Indicate white or negro. ** Includes PT's and HD's.
#Cite WD Authorization.

6. Shortages within MOS A. Officers (Give number by MOS)_____

B. Enlisted (Give number by MOS)_____

7. Overages within MOS A. Officers (Give number by MOS)_____

B. Enlisted (Give number by MOS)_____

8. Enlisted men whose adjusted service rating credit exceeds the minimum service credit as established by the WD under RR 1-1 (Number by MOS) _____.

9. Medical Requirement: Personnel of this unit (have)(have not) been screened in compliance with paragraph 6, Section II, Inclosure No. 1 to Annex B, Redeployment Movements.

(Number) Officers _____ Enlisted Men _____ who are physically and mentally disqualified for further overseas service in an active theater of operations.

10. Length of time personnel have served with unit:

_____% Officers, _____% EM less than one (1) month.
_____% Officers, _____% EM more than one (1) month; less than three (3) months.
_____% Officers, _____% EM more than three (3) months.

11. Training: With due consideration being given to the standards of training prescribed for this type unit prior to its departure from the Zone of Interior for overseas service; to current War Department

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training directive; to the missions assigned the unit and the assignment and experience of the personnel thereof during overseas service; and to the additional training given in preparing the unit for redeployment, this unit and the individuals, specialists, technicians, crews, sections and teams thereof (are)(are not) qualified in all functions essential to the performance of the unit's primary missions in an active theater of operations. If the unit or any of the individuals or elements thereof are not completely qualified, indicate below the deficiencies in detail, e.g.

a. Percentage of personnel in the unit who have not completed training in basic categories.

b. Percentage of personnel who have not completed indoctrination training.

c. Technical training of all personnel not satisfactory? State deficiencies.

d. Sufficient unit and combined training not been conducted or scheduled to allow unit to perform its primary mission on Readiness date?

e. Training of all Air Crew members not satisfactory? State deficiencies.

12. Firing:

a. Status of qualification firing with individual weapon is as follows:

| Type of Weapons | No. so armed | No. who have fired | Course Fired | Percent Qualified |
|---|---|---|---|---|

b. Status of firing with crew-served weapons is as follows:

| Type of Weapon | No. of Such Crews | No. of Crews who have fired | Course Fired | Percent Qualified (if applicable) |
|---|---|---|---|---|

c. Status of familiarization firing: The following percentages of assigned personnel have not fired within the past 12 months familiarization course with the following types of weapons with which at least 10% of the unit is armed.

| Type of Weapon | Percent not Fired |
|---|---|

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13. Equipment: All items authorized are on hand, complete, and serviceable. _____. Comment briefly on deficiencies. (Authorization reference is par. 3c, unless modified by Movement Orders)

14. Assigned Missions: This unit performed primary missions consistent with the basic purpose for which organized for _____ months. Indicate any inconsistent missions which the unit was assigned and the periods of performance.

15. Summary: (Applicable if Movement Order has been received) This unit (will)(will not) be qualified to perform all phases of its primary missions by the personnel readiness date. If the unit will not be fully qualified, indicate below the reasons therefor.

(Applicable if Movement Order has not been received) If Movement Order has not yet been recieved, when will unit be qualified to perform its mission?

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ANNEX J

Status Report Form (Direct Redeployment)

HEADQUARTERS

Date: _____

MEMORANDUM FOR THE COMMANDING GENERAL, UNITED STATES STRATEGIC AIR FORCES IN EUROPE (ATTENTION: DIRECTOR OF PERSONNEL)

SUBJECT: Status Report for Unit Scheduled for Direct Redeployment

_____
(Unit Designation)

Status as of _____ White or Negro_____
(Date)

Shipment Number: _____ Readiness Dates:
Personnel _____
Impedimenta:_____

1. Organization and Equipment Data

a. Organization basis:

T/O & E, T/O or specific allotment No: _____

dated _____ with _____Changes.

b. (1) Date organized or last reorganized _____

(2) Date arrived overseas _____

(3) Date organized if activated in overseas theater _____

c. Equipment basis:

T/O & E, T/E No. _____ dated _____

with _____ changes; and/or SLoE _____
(File, Date

_____
and Subject)

2. Unit Commanding Officer White or Negro:

Name: Rank:

Serial No: Efficiency Rating:

Date assumed command _____

Period of service with this unit _____

Period of service with any other unit of this type _____

3. Strength *Off **Nurses *WO *Lt O EM Civ Total

a. T/O & E or T/O

b. #Total authorized by WD if different from T/O & E or T/O (Include specific allotment here)

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c. Authorized for this movement by WD M/D including any over-strength.##

d. Actual Movement strength.

When applicable indicate male or female.
*Indicate white or negro. **Includes FT's and HD's.
#Cite WD authorization. ##See paragraph 9a(2) of Annex B.

4. Specialist vacancies which cannot be filled by personnel readiness date with qualified personnel essential to the performance of the unit's primary mission and for which requisition to bring the unit to T/O or authorized WD strength (see paragraph 3a (or 3b if used) above, has been or will be submitted to the WD as prescribed in paragraph 10 of Inclosure No. 1 to Annex B.

| Number | Grade | %SSN | Number | Grade | %SSN | Number | Grade | %SSN |
|---|---|---|---|---|---|---|---|---|

%SSN used will be the SSN applicable to the MOS.
(Continue listings on reverse side or use inclosure if necessary).

5. Length of time personnel have served with unit

_____% Officers, _____% EM less than one (1) month.

_____% Officers, _____% EM more than one (1) month; less than three (3) months.

_____% Officers, _____% EM more than three (3) months.

6. Medical Requirement: Personnel of this unit (have)(have not) been screened in compliance with par. 6, Section II, Inclosure No. 1 to Annex B, Redeployment Movements. Of the total personnel authorized for this movement by WD M/D, _____% of the officers and _____% of the enlisted men are physically and mentally qualified for further overseas service in an active theater of operations.

7. Training: With due consideration being given to the standards of training prescribed for this type unit prior to its departure from the Zone of Interior for overseas service; to current War Department training directives; to the missions assigned the unit and the assignment and experience of the personnel thereof during overseas service; and, to the additional training given in preparing the unit for redeployment, this unit and the individuals, specialists, technicians, crews, sections and teams thereof (are)

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(are not) qualified in all functions essential to the performance of the unit's primary missions in an active theater of operations. (If the unit or any of the individuals or elements thereof are not completely qualified, indicate below the deficiencies in detail and the type and amount of additional essential training required in such a manner that the information provided can be used as a basis for subsequent training plans.)

8. Firing

a. Status of qualification firing with individual weapons is as follows:

| Type of Weapons | No. so Armed | No. who have Fired | Course Fired | Percent Qualified |
|---|---|---|---|---|

b. Status of firing with crew-served weapons is as follows:

| Type of Weapons | No. of Such Crews | No. of Crews Who Have Fired | Course Fired | Percent Qualified (if applicable) |
|---|---|---|---|---|

c. Status of familiarization firing: The following percentages of assigned personnel have not fired within the past 12 months familiarization courses with the following types of weapons with which at least 10% of the unit is armed.

| Type of Weapon | Percent not Fired |
|---|---|

9. Equipment authorized the unit for the movement is complete and combat serviceable except as indicated in Inclosure A (Information copy of Theater Shortage List prepared and submitted in accordance with paragraph 11 of Inclosure No. 1 to Annex B).

10. Assigned Missions: This unit performed primary missions consistent with the basic purpose for which organized for _____ months. Indicate any inconsistent missions which the unit was assigned and the periods of performance.

11. Summary: This unit (will)(will not) be qualified to perform all phases of its primary missions by the personnel readiness date. If the unit will not be fully qualified, indicate below the reasons therefore.

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S E C R E T

ANNEX "K"

Status Report Form (Indirect Redeployment)

HEADQUARTERS

Date: _____

MEMORANDUM FOR THE COMMANDING GENERAL, UNITED STATES STRATEGIC AIR FORCES IN EUROPE. (ATTENTION: DIRECTOR OF PERSONNEL)

SUBJECT: Status Report for Unit Scheduled for Indirect Redeployment.

_____
(Unit Designation)

Status as of _____ (Date) White or Negro _____

Shipment Number: _____ Readiness Dates:
Personnel _____
Impedimenta: _____

1. Organization and Equipment Data:

a. Organization basis:

T/O & E, T/O or specific allotment No: _____

dated _____ with _____ changes.

b. (1) Date organized or last reorganized _____

(2) Date arrived overseas _____

(3) Date organized if activated in overseas theater _____

c. Equipment basis:

T/O & E, T/E No: _____

dated _____ with _____ changes; and/or

SLOB: _____

2. Unit Commanding Officer: White or Negro

Name: Rank:

Serial No: Efficiency Rating:

Date assumed command _____

Period of service with this unit _____

Period of service with any other unit of this type _____

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| Strength: | *Off | **Nurses | *WO | *Flt O | EM | Civ | Total |
|---|---|---|---|---|---|---|---|
| a. T/O & E or T/O | | | | | | | |
| b. *Total authorized by WD if different from T/O & E or T/O (Include specific allotment here). | | | | | | | |
| c. Authorized for this movement by WD M/D including any overstrength. ## | | | | | | | |
| d. Actual movement strength. | | | | | | | |

When applicable indicate male or female.
* Indicate white or negro. ** Includes WT's and WD's.
# Cite WD authorization. ## See paragraph 12a (2) of Annex B.

4. Specialist vacancies which cannot be filled by personnel readiness date with qualified personnel essential to the performance of the unit's primary mission and for which requisition, to bring the unit to T/O or authorized WD strength (see paragraph 3a (or 3b if used) above, will have to be submitted upon arrival of the unit in the United States.

| Number | Grade | %SSN | Number | Grade | %SSN | Number | Grade | %SSN |
|---|---|---|---|---|---|---|---|---|

%SSN used will be the SSN applicable to the MOS.
(Continue listings on reverse side or use inclosure if necessary).

5. Length of time personnel have served with unit:

_____% Officers, _____% EM less than one (1) Month.

_____% Officers, _____% EM more than one (1) Month; less than three (3) Months.

_____% Officers, _____% EM more than three (3) Months.

6. Medical Requirement: Personnel of this unit (have) (have not) been screened in compliance with paragraph 6, Section II, Inclosure No. 1 to Annex B, Redeployment Movements. Of the total personnel authorized for this movement by WD M/D, _____% of the officers and _____% of the enlisted men are physically and mentally qualified for further overseas service in an active theater of operations.

7. Training: With due consideration being given to the standards of training prescribed for this type unit prior to its departure from the Zone of Interior for overseas service; to current War Department training directives; to the missions assigned the unit and the assignment and experience of the personnel thereof during overseas service; and to the additional training given in preparing the unit for redeployment, this unit and the individuals, specialists, / technicians, crews,

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sections and teams thereof (are) (are not) qualified in all functions essential to the performance of the unit's primary missions in an active theater of operations. (If the unit or any of the individuals or elements thereof are not completely qualified, indicate below the deficiencies in detail and the type and amount of additional essential training required in such a manner that the information provided can be used as a basis for subsequent training plans.)

8. Firing:

a. Status of qualification firing with individual weapons is as follows:

| Type of Weapons | No. so Armed | No. who have fired | Course Fired | Percent Qualified |
|---|---|---|---|---|
| | | | | |

b. Status of firing with crew served weapons is as follows:

| Type of Weapon | No of Such Crews | No. of Crews Who Have Fired | Course Fired | Percent Qualified (if applicable) |
|---|---|---|---|---|
| | | | | |

c. Status of familiarization firing: The following percentages of assigned personnel have not fired within the past 12 months familiarization courses with the following types of weapons with which at least 10% of the unit is Armed.

| Types of Weapon | Percent not Fired |
|---|---|
| | |

9. Equipment: All equipment authorized the unit for the movement is suitable and serviceable for training, with combat serviceable substituted where available. "Report of Equipment Authorized for Return", has been submitted in accordance with Circular 75, WD, 1945.

10. Assigned Missions: This unit performed primary missions consistent with the basic purpose for which organized for _____ months. Indicate any inconsistent missions which the unit was assigned and the periods of performance

11. Summary: This unit (will) (will not) be qualified to perform all phases of its primary missions by the personnel readiness date. If the unit will not be fully qualified indicate below the reasons therefore.

DISTRIBUTION:
1. AGO, OPD, WDGS (original and 1 copy).
2. CG of Major Command concerned - 2 copies.

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S E C R E T

ANNEX 1

Estimated Flow of AAF Personnel
Based on USSTAF Redeployment
Schedule, 15 March 1945

In Theater 440,000

| | For Water Shipment | | | For Air Shipment | |
|---|---|---|---|---|---|
| | Remaining | Departing U.S. | Departing Other Theaters | Remaining | Departing |
| R-Day | 290,600 | | | 45,700 | |
| | | 3,000 | 15,000 | | 6,400 |
| R + 30 | 272,600 | | | 39,300 | |
| | | 11,300 | 40,400 | | 11,900 |
| R + 60 | 220,900 | | | 27,400 | |
| | | 9,000 | 38,300 | | 9,800 |
| R + 90 | 173,600 | | | 17,600 | |
| | | 10,600 | 32,600 | | 4,800 |
| R + 120 | 130,400 | | | 12,800 | |
| | | 12,500 | 28,200 | | 5,000 |
| R + 150 | 89,700 | | | 7,800 | |
| | | 20,500 | 14,800 | | 4,600 |
| R + 180 | 54,400 | | | 3,200 | |
| | | 10,600 | 7,000 | | 1,000 |
| R + 210 | 36,800 | | | 2,200 | |
| | | 7,900 | 6,700 | | 800 |
| R + 240 | 22,200 | | | 1,400 | |
| | | 14,500 | 4,100 | | 1,400 |
| R + 270 | 3,600 | | | 0 | |
| | | 2,400 | 200 | | |
| R + 300 | 1,000 | | | | |
| | | 600 | | | |
| R + 330 | 400 | | | | |
| | | 400 | | | |
| R + 360 | 0 | | | | |

| | |
|---|---|
| Allocated to CAF | 82,300 |
| Pending disposition | 21,400 |

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SECRET

ANNEX M

Serviceability Standards for Army Air Force Procured Equipment

1. Equipment, including aircraft, as provided by the appropriate T/O and T/E and by any redeployment instructions from Headquarters, Army Air Forces, of each unit to be redeployed from this theater will be in first class serviceable condition. Equipment, including aircraft, in possession of each such unit which is in excess to the preceding requirement will also be placed in first class serviceable condition.

2. In the event appropriate Technical Orders apply to such equipment, standards therein established will control, unless waived in writing by this headquarters and unless:

a. In the event a modification has already been accomplished in accordance with current existing Theater Maintenance Instruction, the standards therein established will control.

b. Ball turrets which have already been removed from B-24 aircraft need not be reinstalled. No further removals are authorized.

c. Chin and/or bail turrets which have already been removed from B-17 aircraft need not be reinstalled. No further removals are authorized. To the maximum extent possible, such aircraft will be transferred and assigned to groups earmarked for the OAF.

d. 85 gallon fuselage fuel tanks which have already been removed from F-5 aircraft need not be reinstalled. No further removals are authorized.

e. In case of aircraft to be flown from this Theater, aircraft will conform to additional standards and requirements of Air Transport Command as indicated in letter, Headquarters, U.S. Strategic Air Forces in Europe, subject, "Requirements for Redeployment of Flight Echelons from European Theater of Operations over Air Transport Command Routes," dated 5 May 1945, and current revisions thereof.

f. In case of aircraft to be redeployed directly to new



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Theaters of Operation, aircraft will conform to additional requirements of Headquarters, Army Air Forces, as indicated in Annex N.

c. In case of aircraft to be redeployed from this Theater but not directly to new Theaters of Operation, aircraft will conform to additional requirements of Headquarters, Army Air Forces, as indicated in Column B of Annex N.

3. To the maximum capacity and extent, accomplishment of all maintenance standards and requirements will be the responsibility of the Air Force or command to which the unit to be redeployed is a part, prior to its departure, except:

a. It will be the responsibility of the Commanding General, Base Air Depot Area, Air Technical Service Command in Europe, for the fungi-proofing of Airborne Signal equipment installed in aircraft to be redeployed directly to new Theaters of Operation; to be accomplished at the time that the aircraft, in first class serviceable condition, has been delivered in accordance with provisions of paragraph 6 hereof.

b. It will be the responsibility of the Commanding General, Base Air Depot Area, Air Technical Service Command in Europe for the installation of SCR-695 in P-51 and P-6 aircraft to be redeployed directly to new Theaters of Operation; to be accomplished at the time that the aircraft, in first class serviceable condition, has been delivered in accordance with provisions of paragraph 6 hereof.

4. Except as indicated in paragraph 3a above, accomplishment of fungi-proofing of all signal equipment, Airborne and Ground, Army Service Force and Army Air Force procured, to be redeployed directly to new Theaters of Operation will be the responsibility of the Air Force or the Command possessing the same.

5. Present policy "that any aircraft to be transferred from one Air Force to another Air Force, or to another theater or to the United States will first be processed and conditioned in the Base Air Depot Area, Air Technical Service Command in Europe," will not



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apply to the redeployment of aircraft, including their transfer to Occupational Air Force. Echelons of maintenance responsibility in effect prior to redeployment will be continued and the accomplishment of only such maintenance as is beyond the capability of the Air Forces or Commands will be undertaken by Base Air Depot Area, Air Technical Service Command in Europe.

6. Responsibility for the preparation and processing of aircraft for water shipment, after the delivery of such aircraft to Speke in first class serviceable condition (a 100-hour inspection will have been accomplished prior to delivery), will be the responsibility of the Commanding General, Base Air Depot Area, Air Technical Service Command in Europe.



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HEADQUARTERS
UNITED STATES STRATEGIC AIR FORCES IN EUROPE
Office of the Commanding General

APO 633, U. S. Army
21 ~~N~~ January 1945

SUBJECT: USSTAF Redeployment Planning Directive No. 1

TO : Deputy Commander, Operations, Headquarters, USSTAF
Deputy Commander, Administration, Headquarters, USSTAF
Commanding General, Air Service Command, USSTAF
The Air Inspector, USSTAF
Commanding Officer, Engineer Command, USSTAF (Prov.)

1. Inclosed is copy of first edition of USSTAF Redeployment Plan which is issued for the information, study, guidance and action by all concerned in interest of further development of detailed plans for the redeployment of Army Air Force units from European Theater of Operations. Subsequent revised editions of the attached plan will be issued by this headquarters from time to time.

2. Detailed plans of respective agencies for carrying out the duties with which specifically charged in Section V of inclosed plan, as well as constructive comments on other portions of this plan, will be submitted to the Redeployment Section of this headquarters by ~~21 January~~ 10 February 1945, for coordination, consolidation and inclusion in the next edition of this plan.

By command of Lieutenant General SPAATZ:

file

E. P. CURTIS
Brigadier General, U.S.A.
Chief of Staff

1 Incl.
Incl. #1 - USSTAF Redeployment Plan

USSTAF

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HEADQUARTERS
UNITED STATES STRATEGIC AIR FORCES IN EUROPE
Office of the Commanding General

APO 633, U.S. Army
15 January 1945

# REDEPLOYMENT PLAN

## Table of Contents


Section I - General

Section II - Processing and Movement

Section III - General Supply Plan

Section IV - Administrative Procedure

Section V - Redeployment Functions

Section VI - Tabs


## SECTION I

## General

1. Purpose

The purpose of this plan is to accomplish the further development of a coordinated and comprehensive Air Force Redeployment Plan in the European Theater of Operations in conformity with existing directives and announced policies of:

The War Department
European Theater of Operations, U.S. Army
Headquarters, Army Air Forces

and to establish in connection therewith, detailed procedure and coordination of respective staff sections within this Headquarters and Headquarters, Air Service Command, USSTAF, and between this Headquarters and the Headquarters of other subordinate echelons. This plan specifically designates agencies responsible for execution and implementation of principal functions relating to redeployment and announces certain administrative details to be followed in the execution and implementation of these functions.

2. References

The contents of this plan are based on the following listed references, from which certain appropriate extracts are included herein:

a. Army Air Force Letter 55-3, subject, "Policies and Procedures for Redeployment of Army Air Forces" 15 August 1944.

b. War Department redeployment policy directive as con-

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tained in cable WARX 29970, 13 September 1944.

c. Current issue of U.S. Strategic Air Forces in Europe Redeployment Schedule, 15 October 1944.

d. European Theater of Operations, U.S. Army, G-4 Planning Directive, Series "I", No. 4, 1 December 1944. (Reference to this directive is not required below Headquarters next subordinate to Headquarters, USSTAF.)

e. Letter, AG 370.5 (24 Nov.) OB-S-E-M, "War Department Policies and Procedures Governing the Redeployment of the Army upon Cessation of Hostilities in Europe" 29 November 1944, (with three inclosures, pending distribution which will be made at a later date - see par. 25 of this plan.)

f. Four War Department publications, as follows:

(1) Plan for Readjustment of Military Personnel after the defeat of Germany (RR 1-1), War Department, dated 30 August 1944.

(2) Procedure for Readjustment Movements (RR 1-2), War Department, dated 15 September 1944.

(3) Athletic and Recreation Program (RR 1-3), War Department, dated 15 September 1944.

(4) Army Education Program (RR 1-4), War Department, dated 15 September 1944.

3. Assumptions

a. Units of the Army Air Forces will be deployed to the fullest extent practical against Japan after the defeat of Germany and in so doing, no initial demobilization of Army Air Force units now in this theater is contemplated.

b. Shipping will not be available to provide rotation of Army Air Force personnel between the European Theater of Operations and the United States during the period of redeployment.

c. Units being redeployed to China and India-Burma Theaters will move direct, without going through the States. Flight echelons of units moving to the Pacific Theaters will be staged through the United States. Ground echelons of combat units and service units being redeployed to the Pacific Theaters will not move through the United States, with the exception of those units scheduled for the North Pacific.

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d. There will be an urgent necessity for early redeployment of construction units to China, India-Burma and the Pacific Theaters.

e. The normal flow of aircraft and personnel to the European Theater of Operations, as well as items of T/E equipment (except maintenance and shortage requirements), will be cut off in the U.S. on the date that the War Department directs that the redeployment schedule become effective.

4. Policies

a. The War Department will designate the day on which the redeployment plan will become effective. This day will not necessarily be the day on which hostilities cease.

b. The redeployment of Army Air Force units from this theater will be in accordance with provisions of current editions of documents listed under References in paragraph 2 above, and such additional publications as may be directed.

c. The current redeployment schedule prepared by Headquarters, U.S. Strategic Air Forces in Europe will govern selection and flow of units from this theater and covers a ten month period, with the first units scheduled to commence movement from this theater thirty (30) days after the announcement by the War Department of the date upon which the redeployment plan becomes effective. Units scheduled for redeployment within a given month will have personnel and equipment ready for movement on the first day of that month, pending notification in warning orders of specific readiness date.

d. All units to be redeployed direct to other combat theaters will be organized and equipped prior to departure from this theater, in accordance with standard T/O's and E's (with two percent surplus in personnel) and with reserve aircraft and combat crews as announced later.

e. The Service Group Special has been designated as the standard service unit for redeployment.

f. Insofar as practicable, units will be selected for redeployment in accordance with length of overseas service, as follows:

(1) For redeployment direct to other combat theaters - those units which have been overseas the shortest length of time.



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(2) For return to the U.S. for rehabilitation and subsequent redeployment to other combat theaters - those units which have been overseas the next shortest length of time.

(3) For assignment to the Occupation Air Force - those units which have been overseas the next shortest length of time.

(4) For return to the U.S. for final disposition, including demobilization - those units which have been overseas the longest length of time.

NOTE: In each of the above categories, type aircraft scheduled for respective theaters and requirements for various types of tactical and service units to active theaters may require exceptions to the above policy for certain units.

g. Units and individuals returning to the U.S. for reconditioning and eventual redeployment, or for final disposition, will return with minimum essential equipment only (See Tabs 5 and 6).

h. Personnel within units will be screened prior to redeployment in accordance with provisions of War Department publication RR 1-1.

i. All units will be relieved from operational duties approximately forty-five (45) days prior to the readiness date for scheduled redeployment. Units and individuals will be initially prepared for redeployment, insofar as possible, at their home stations and will subsequently be processed through staging areas (embarkation centers) prior to actual movement from this theater.

j. Formal written Warning Orders and Movement Orders will be prepared by this headquarters at the appropriate time, in accordance with the War Department movement directives, for all Air Force units departing this theater. (For further details see WD letter to which reference is made in par. 2-e, above.)

k. Formal Status Reports will be prepared on each unit, covering personnel, equipment, administration (including records) and training, and cleared by this headquarters prior to departure of any unit from this theater.

l. In cases of conflict between any requirements for purposes of redeployment or when it appears that compliance with announced

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requirements will seriously affect the combat efficiency of a unit or individual, military necessity may override any other requirements and may dictate final action to be taken.

5. Scope and Responsibilities

a. The Air Force redeployment program within this theater will involve all Air Force units and individuals assigned to this theater, to include the complete bulk allotment allocated by the War Department to the Air Forces in the European Theater of Operations. Upon completion of the program, all Air Force units and individuals now in this theater, with the exception of the U.S. Group Control Council, Headquarters, U.S. Air Forces in Europe, Air Transport Command activities and certain depot installations will have been redeployed direct to other theaters, returned to the U.S., or absorbed by the Occupation Air Force.

b. Responsibilities for all phases and functions of the redeployment program will strictly follow channels of command. Commanders of all echelons are charged with the responsibility of adequately preparing their units for redeployment in accordance with the provisions of this plan. All concerned are herewith directed to analyze the redeployment problems with which their activity is concerned, to develop their detailed plans insofar as possible for accomplishing the particular responsibilities with which charged, and to present promptly to the next higher echelon of command any redeployment problems which they are unable to satisfactorily solve.

c. The Deputy Commanding General, Operations, is charged with responsibility of establishing and coordinating redeployment policies for Air Force units and personnel in this theater. In order that consistency may be obtained within this theater insofar as redeployment is concerned, a Redeployment Section has been established within the Directorate of Post Hostilities Planning, Office of Deputy Commanding General, Operations, Headquarters, U.S. Strategic Air Forces in Europe, for the purpose of establishing and coordinating general policies and plans governing redeployment of Army Air Force units in this theater. All incoming communications from higher headquarters received by any staff section of this headquarters, affecting



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redeployment policy, will be referred to the Redeployment Section for information. All outgoing communications to higher headquarters and directives of this headquarters to lower echelons, which in any way relate to Redeployment, will be coordinated with the Redeployment Section.

d. The Deputy Commanding General, Administration, is charged with effecting implementation of redeployment policies established for Air Force units and personnel in this theater. The Chief, Training and Organization Section, Director of Personnel, is charged by Deputy Commanding General, Administration, with the function of coordinating all redeployment matters between respective staff sections of the Deputy Commanding General, Administration and with Headquarters, Air Service Command, U.S. Strategic Air Forces in Europe. All incoming or outgoing communications of respective staff sections of Deputy Commanding General, Administration, which relate to or affect redeployment, will be coordinated with the Chief, Training and Organization Section, Director of Personnel.

## SECTION II

## Processing and Movement

6. U.S. Administrative Organization

a. In France:- It is contemplated that at the cessation of hostilities, Commanding General, European Theater of Operations will command all U.S. troops on the Continent or in the United Kingdom, but not in Germany. The Communications Zone will continue to be responsible for the supply of U.S. troops in France in addition to the supply of U.S. troops in Germany and the Low Countries. The Communications Zone in France will be adjusted to meet the immediate situation and then progressively reduced as the supply and evacuation responsibilities diminish. It is contemplated that within one year from cessation of hostilities, the Communications Zone in France will have been reduced to port installations.

b. In United Kingdom:- The Communications Zone in the United Kingdom will be reduced progressively as supplies and personnel are moved to U.S., to the Continent, or to other theaters.



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7. Movement of Troops from the ETO

a. Priority of shipment will be given units required for the China, India-Burma and Pacific Theaters of Operations.

b. Tentative Troop Basis for planning purposes is attached as Tab 2, and indicates an estimate of Air Force troops for shipment from the United Kingdom and the Continent at thirty (30) day periods subsequent to "V-E" Day.

8. Outmovement from Continent

a. Water movements.- The general plan for the outmovement procedure of echelons and units by water provides for the following:

(1) Establishment of a staging area (embarkation center), possibly in the M - N area, to which all personnel and units designated for redeployment by water will be moved, approximately thirty (30) days prior to scheduled readiness date, for further detailed processing and re-equipment in accordance with current War Department Readjustment Regulations and/with War Department movement directives, to be issued for specific movements.

(a) The staging area (embarkation center) will be under the command of the Communications Zone Section in which it is located, with an adequate Air Section for monitoring and administering Air Force units while in the staging area (embarkation center).

(b) Equipment processing installations will be established by Chiefs of Supply Services, Communications Zone, for the repair and processing of Army Service Force procured equipment and supplies. Similar installations will be established by the Commanding General, Air Service Command, U.S. Strategic Air Forces in Europe in or near the theater staging area (embarkation center) for the repair and processing of appropriate items of Army Air Force procured equipment and supplies. Aircraft now on the Continent to be redeployed by water to other theaters, will be processed, disassembled, etc. in U.K. (probably in the vicinity of S and H).

(2) Transit camps for providing shelter and limited housekeeping facilities for units being shipped (with Air Section representation in the ports) will be located in the vicinity of the Ports of Embarkation and will be commanded by the Port Commander.



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(3) All units moving by water directly to China, India-Burma, or Pacific Theaters will be embarked with full T/B equipment, less aircraft, at the Port of M.

(4) Units to return to the U.S. by water will in general carry with them only "minimum essential" equipment and will embark at the port of A initially. When other ports become available, the entire procedure will be reviewed in light of the situation at that time.

(5) The port of C will be utilized for outmovement of:

(a) Organizational equipment and supplies for units being redeployed to other theaters through the U.S. The equipment will be shipped direct to the other theaters.

(b) Surplus supplies and equipment being shipped to U.S. or other theaters upon direction from the War Department.

(c) It is not contemplated that personnel will embark at C and a transit camp at this port will not be required. However, the Port Commander will be directed to prepare an overseas supply depot for out-shipment to provide a backlog of cargo which can be drawn upon as shipping becomes available.

b. Air Movements:- All flight echelons moving from the Continent, whether moving through the U.S. or direct to another theater, will move through an Air Force staging area to be established in the vicinity of _____ to insure their complete and adequate processing prior to movement to the Port of Aerial Embarkation. Although flight echelons will move through this staging area, the Air Force or Command to which the unit is assigned in ETO will be responsible for the preparation and processing of the flight echelons to meet the departure standards as may be directed by this headquarters(see par. 24).

9. Outmovement from United Kingdom

a. The Commanding General, Communications Zone, will delegate to Commanding General, United Kingdom Base, the responsibility for movement of U.S. supplies and personnel to ports in the United Kingdom for movement to U.S. or to other theaters as directed by the War Department.

b. Water Movements:- All Air Force units and echelons moving by water from the United Kingdom will be processed through a staging



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area under Air Force control to be established in the vicinity of _____ to insure their being properly processed and equipped as required prior to this movement to the Port of Embarkation. Aircraft to be redeployed by water to other theaters will be processed, disassembled, etc. in the vicinity of S and P.

c. Air Movements:- An Air Force staging area will be established in the vicinity of _____ through which all flight echelons moving from the United Kingdom will move to insure their complete and adequate processing prior to movement to the Port of Aerial Embarkation. Although flight echelons will move through this staging area, the Air Force or Command to which the unit is assigned in ETO will be responsible for the preparation and processing of the flight echelons to meet the departure standards as may be directed by this headquarters (see par. 24).

SECTION III

General Supply Plan

10. Chiefs of Supply Services have been directed by Communications Zone to determine theater requirements for all Army Service Forces procured equipment and supplies required for units being redeployed. Requirements of U.S. Air Forces in this theater for Army Service Force procured equipment and supplies will be furnished to Headquarters, Communications Zone by the Commanding General, Air Service Command, U.S. Strategic Air Forces in Europe, who will also consolidate the requirements for Army Air Forces procured equipment and supplies. These requirements will be based on the following:

a. The quantity of combat serviceable items of clothing and individual and organizational equipment necessary to fully equip organizations to be redeployed direct to other combat theaters or to be returned to the U.S. for eventual redeployment. The items listed below as determined by Communications Zone or U.S. Strategic Air Forces in Europe (as appropriate) will accompany units or will be shipped to the same destination from the European Theater of Operations, as directed in the movement order, so as to arrive as near as possible at the same time as the organizations.

(1) Class I - Sixty (60) days rations (10-in-1, B, C, D or K).

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(2) Class II:-

(a) Complete individual clothing and equipment as prescribed in T/E 21, plus summer clothing if required enroute or at destination for units shipped directly to the Pacific and for AAF units returning to U.S. via southern air route.

(b) Complete organizational equipment as prescribed in appropriate T/E and in approved special lists of equipment for units being redeployed to active theaters.

(3) Class III and IIIa - Sixty (60) days (lubricating oils and greases only).

(4) Class IV - Sixty (60) days replacement supplies for above Class II items.

(5) Class V ammunition for guard purposes only, except that for aircraft moving directly to a new theater such ammunition for aircraft will be carried as prescribed in movement orders.

(6) Spare parts in accordance with the provisions of War Department Circular No. 227, 1944 or its current revision.

11. Organizational Equipment

a. Category IV units returning to the U.S.

Attached as Tab 6 hereto is a list of individual and organizational equipment to accompany Category IV units and individuals returning to the U.S. No equipment other than as provided in this list will be returned to the U.S. with Category IV units or individuals. Excess equipment will be turned in and will become part of theater depot stocks.

b. Shipment to other theaters:

(1) Maximum transfer of organizational equipment, ammunition and Class IV supplies will be effected from European Theater of Operations to the Pacific as directed by Communications Zone for common items and by the Commanding General, ASC, U.S. Strategic Air Forces in Europe for Air Force procured items and items peculiar to the Air Forces. The Director of Supply, ASC, will coordinate with the appropriate agencies of Communications Zone, requirements for shipment of AAF procured equipment and supplies.

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(2) The European Theater of Operations will furnish minimum essential equipment to accompany all units returning to the U.S. for conversion. It will also furnish full T/E equipment (and supplies to the extent practicable within its capabilities) for all units being redeployed direct or through the U.S. This equipment and supplies will be shipped direct to theaters of ultimate destination pursuant to War Department directives in individual cases.

(3) The War Department has been requested to furnish lists of ASF procured equipment not required for forces serving in this theater but required for forces serving in theaters to which ETOUSA units are to be redeployed. Such lists, when received, will be the basis for requisitioning by Chiefs of Supply Services. Attached as Tab 7 hereto is a list prepared by the Quartermaster General of Quartermaster items not stocked in ETO but required for units being redeployed from this theater to the Pacific areas. Quartermaster is the only service with respect to which such information is presently available. The Commanding General, ASC, U. S. Strategic Air Forces in Europe will request from appropriate Air Force agency in the Zone of the Interior, similar lists of AAF procured items of equipment. These lists will be disseminated to lower echelons when received.

(4) Upon receipt by subordinate headquarters of the next revised edition of the Redeployment Schedule to be prepared by this headquarters, requisitions will be submitted without delay through normal channels to Communications Zone for common items of supply and to the appropriate U.S. Air Force agency in Europe for AAF procured items of equipment and supplies and items of equipment peculiar to the Air Force as required to fully equip individuals and organizations scheduled to move direct to other combat theaters or to the U.S. for conversion and subsequent redeployment to other combat theaters. Where necessary, new requisitions will be submitted to replace requisitions and shipping directives which may have been cancelled.

(5) The shipment of an organization to a new theater will not be delayed because of the shortage of any items of supply or equipment. In all cases where units are shipped with any shortages of required equipment or supplies as specified in the movement



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order, such shortages broken down into Army Service Force procured items, and Army Air Force procured items will be immediately reported (with force marking) by the fastest means of communication available, by the appropriate AirForce agency to Headquarters, U.S. Strategic Air Forces in Europe, attention Director of Supply, for transmittal through Headquarters, Communications Zone to the War Department, in order that required items may be shipped direct to the theater of destination. Detailed procedure for reporting and processing these shortages through Headquarters, Communications Zone, will be published by the European Theater of Operations, U.S. Army (G-4).

12. Disposition of Excess Stocks in Army Air Force Units and Installations in ETO.

Salvage, excess and surplus ASF procured equipment and supplies in this theater will be disposed of in accordance with Section VI, Circular 379, WD 1944, or its current revision. Disposition of similar categories of AAF procured equipment and supplies will be disposed of in accordance with current U.S. Strategic Air Forces in Europe regulations 65-11 and 65-14, and other pertinent instructions which may be subsequently issued by Headquarters, U.S. Strategic Air Forces in Europe in connection with redeployment.

13. Repair and Processing of Supplies and Equipment to be returned to the U.S. or moved to another theater.

a. Items furnished by Communications Zone:- Serviceable or economically repairable items which are to be returned to the U.S. or moved to another theater in accordance with War Department instructions will be repaired in this theater to the limit of available facilities prior to such movement and processed for overseas shipment; such repair and processing to be in accordance with the following:

(1) Determination as to whether an item is economically repairable will be based on the information contained in Tab 9.

(2) All repairs will be made in accordance with the standards indicated in Tab 10.

(3) All items will be processed for overseas shipment in accordance with the procedures outlined in Tab 11.

b. Items procured by U. S. Air Forces from the U.S. or British sources: [redacted]



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(1) Serviceable or economically repairable items which are to be returned to the U.S. or moved to another theater in accordance with instructions received from the Zone of Interior will be repaired in this theater to the limit of available facilities prior to such movement and will be properly processed for overseas shipment.

(2) Items economically repairable will be repaired with the least practicable delay.

(3) All serviceable items which are to be returned to the U.S. or moved to another theater will be processed and packed in accordance with Air Technical Service Command Overseas Packing Manual.

(4) Items procured from British sources and not handled as outlined in subparagraphs (1), (2) and (3) above, will be disposed of in accordance with the provisions of paragraph 12 above.

14. Movement of units, equipment and supplies

a. Organizational equipment and supplies for units moving to active theaters, will either accompany the units or will be shipped separately, as directed in the movement order, so as to arrive at destination not later than the units to which the particular equipment and supplies belong.

(1) The troop ship situation will require that cargo ships carrying organizational equipment and supplies will in the case of most units, move in different convoys than the troop ships. Combat loading or other more restrictive types of loading is not presently contemplated.

(2) Organizational equipment and supplies for units moving direct to other theaters will be force marked and block stowed.

b. Documentation and marking procedure for equipment and supplies moving to other theaters will be in accordance with the provisions of Section III, Preparation of Impedimenta for Shipment, "Inclosure No. 1, Redeployment Movements" (to be published) to War Department letter, subject: "War Department Policies and Procedures governing the redeployment of the Army upon Cessation of Hostilities in Europe" dated 29 November 1944.

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SECTION IV

Administrative Procedures

15. Military Necessity

In all plans and decisions, military necessity will govern with respect to any matters affecting an individual, number of individuals, or units (see par. 4-1).

16. Simplicity

a. Existing regulations and procedures will be employed to the maximum in the development of detailed plans. When changes are essential, steps should be taken where practicable to modify existing regulations and procedures, to meet the requirements for redeployment as well as current operations.

b. Detailed plans to be prepared will be drawn insofar as practicable so as to avoid duplication in one installation of processes accomplished in another.

17. Reinforcements

a. The shipment of reinforcements from the U.S. to this theater will be stopped as of "V-E" Day and will be resumed at a later date by requisition to cover attrition losses only.

b. Reinforcement stockage available in this theater as of "V-E" Day will be used to cover:

(1) Shortage in theater units;

(2) Requirements for essential personnel in categories I, II and III elements.

c. Non-essentials in the stockage, if declared surplus, will be returned to the U.S.

18. Personnel Records

a. Perfection of personnel records is vital. These records, including medical, are the bases upon which the War Department and the Veterans Administration must adjust individual problems throughout the lifetime of veterans of this war. Continuing experience with similar records from World War I has proved that there is no such thing as inconsequential detail in any personnel record. Therefore, all commanders must insure that the records of each individual are perfected in the manner required by current regulations.

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b. Prior to departure from overseas commands, personnel records of each individual will be carefully checked and the individuals concerned interviewed, to determine that the records are available, are accurate and are posted up-to-date.

c. In the event any of the records are missing and cannot be located, duplicates will be prepared in accordance with the current directives applicable. If missing records cannot be replaced, or can only be partially reconstructed, a certified statement, giving the facts in the case will be furnished in lieu of the missing record, or will be attached to the partially completed duplicate.

19. Disposition of Surplus Records

a. Only current organizational records will accompany units upon movement from this theater.

b. Current records which will not be required for use during the period of movement will be screened, arranged in general classes, boxed and shipped with unit impedimenta, as prescribed in Readjustment Regulations (RR 1-2).

c. All non-current records and unnecessary non-record material of units and installations in this theater will be disposed of by transfer to the central ETO records depository or by destruction in accordance with current instructions on the subject by Headquarters, European Theater of Operations, U.S. Army.

20. Funds

Prior to the transfer or inactivation of elements, funds such as Company or Exchange will be audited, shortages settled in the usual manner, and disposed of as prescribed in current regulations.

21. Claims

The Claims Service, European Theater of Operations, U.S. Army, will continue to function as an operating agency under the policies and directives emanating from the theater claims agency.

22. Minimum Essential Equipment

a. A list of minimum essential equipment to be marked "TAT" to accompany all AAF units being redeployed direct to active theaters is contained in Tab 4 of this plan. Subsequent revision of this list will be contained in an appendix to Inclosure No. 1, to which reference



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is made in par. 2e of this plan. Items included in that list and quantities involved apply only if and as included in appropriate unit T/E's or otherwise specifically authorized by competent authority.

b. A list of minimum essential equipment required to accompany troops for category II units returning to the U.S. is contained in Tab 5 of this plan.

c. A list of minimum essential equipment required to accompany troops for category IV units returning to the U.S. is contained in Tab 6 of this plan.

23. Personal Baggage

a. A limited amount of personal baggage of individuals in units moving to other overseas destinations may be shipped to the continental U.S. as authorized by the theater commander in accordance with provisions of WD letter AG 524 (18 Aug 44)OB-S-SPMOT-M, dated 29 Aug. 1944, subject: "Processing of Baggage for Overseas."

b. The above mentioned letter will govern the processing of all personal baggage accompanying units.

c. Prior to overseas embarkation, the provisions of WD Circular 335, WD 1944, "Inspection and Custom Clearance of Baggage" will be complied with.

24. ATC Requirements

A publication listing the procedures and requirements for air movement of AAF units being redeployed over Air Transport Command routes is now being prepared in Headquarters, U.S. Strategic Air Forces in Europe and will be issued shortly.

25. Miscellaneous Matters

Additional detailed instructions relating to the following subjects will be furnished in the inclosures to which reference is made in par. 2e of this plan:

a. Notification to all members of units of the provisions of the 28th Article of War upon receipt of Movement Orders.

b. Medical Requirements.

c. Responsibility for units being fully equipped.

d. Preparation of impediments.

e. Security.



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f. Recreational equipment.

g. Funds.

h. Personnel records.

i. Packing and marking of equipment.

j. Loading of equipment and supplies aboard ship.

SECTION V

Redeployment Functions

26. The Air Inspector will

a. Be responsible for establishing POM inspection teams to be stationed at staging areas (embarkation centers) for the purpose of conducting final POM inspection directly under the supervision of the Air Inspector, Headquarters, U.S. Strategic Air Forces in Europe.

b. Be responsible for prescribing procedure and requirements of preliminary POM inspections to be conducted, in accordance with standards established for redeployment, at the home station of the unit by an inspection team as soon as practicable after the unit is placed on warning orders. Such inspection teams shall be under the direct supervision of the air inspector of the command next subordinate to this headquarters or an echelon next subordinate thereto.

c. Be responsible for prescribing the scope of the inspection and the development of required check lists and preliminary and final inspection report forms, to include those essential factors required by the War Department, Headquarters, Army Air Forces, and Headquarters, European Theater of Operations, U.S. Army, for determining whether or not the unit is adequately prepared for overseas movement with respect to personnel, training, equipment and administration (including condition of records).

d. Be responsible for prescribing the time, consistent with War Department and Theater requirements, for the conduct of such inspections and for the routing of inspection reports rendered thereon, and for establishing follow-up system to insure prompt reporting by unit commanders and other echelons of command of corrective and remedial action applied to the deficiencies and irregularities reported.



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27. Director, Post Hostilities Planning will

a. Be responsible for coordinating and clarifying matters of policy in connection with redeployment plans and policies.

b. Monitor for Headquarters, U.S. Strategic Air Forces in Europe, the policies governing the implementation of approved redeployment plans.

c. Maintain close liaison with the War Department, Headquarters, Army Air Forces, Commanding General, European Theater of Operations, U.S. Army and Commanding General, Mediterranean Allied Air Forces, on all matters pertaining to redeployment policy.

d. In coordination with the Deputy Commanding General, Administration, and subordinate major commands, monitor the preparation, publication and distribution of Schedule for Redeployment of AAF units in the European Theater of Operations and coordinate and monitor development of the USSTAF Redeployment Plan.

28. Director of Operations will

a. Be responsible for over-all supervision of training for redeployment of AAF units in this theater and will coordinate institution of training and indoctrination programs for units to be redeployed in conformity with current policies. All training activities will be planned and conducted with the objective of preparing organizations specifically for operation against Japan. The training given to units which will be returned to the U.S. will be the same as for those units being redeployed to Pacific theaters.

b. Be responsible for timely preparation of final status reports on all AAF units and echelons prior to departure from this theater in connection with redeployment. The status reports will include those essential factors required by the War Department, Headquarters, Army Air Forces and Headquarters, European Theater of Operations, U.S. Army for determining whether or not the unit is adequately prepared for overseas movement with respect to personnel, training, equipment (to include essential shortages) and administration (including condition of records).

c. Determine from a unit's status report, whether or not a unit meets the requirements for redeployment and submit recommendations



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thereon to the Deputy Commanding General, Operations for final decision. If corrective action is necessary, notify the appropriate directorate responsible for initiating remedial action, and follow through on action to be taken.

29. Director of Personnel will

a. Determine the relative ratings for purposes of redeployment of AAF enlisted personnel and the appraisal code for AAF officers, flight officers and warrant officers in this theater, using the standards prescribed by the War Department.

b. Effect lateral transfer of AAF enlisted personnel, officers, flight officers and warrant officers between units to meet the requirements of the redeployment program.

c. Determine and announce the detailed procedure to be followed in accomplishing reorganization into standard units before being redeployed and to initiate and follow through on appropriate and timely action for reorganizations required.

d. Develop and announce a standard procedure for leaves and furloughs during the redeployment period for all Air Force units in the European Theater, and in conjunction with the Director of Medical Services, initiate action to provide for necessary rest and rehabilitation camp facilities during this period.

e. Devise a program for education, recreation and athletics to further the morale and physical fitness among troops to be redeployed.

f. Be responsible for timely issuance of formal written Warning Orders for all units scheduled for movement, at least forty-five (45) days (preferably sixty (60) days) in advance of scheduled readiness date.

(1) Warning Orders will be appropriately classified and will include specifically:

(a) The readiness date for the unit (separate dates for personnel and equipment, if required);

(b) The T/O and E, including the date of issue and changes therein (if any) under which the unit is to move;

(c) Type of clothing and any authorized changes

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from standard T/E;

(d) Immunizations required for the particular theater of destination, including theaters traversed enroute by flight and/or air echelons.

(e) The appropriate publications, such as POM and Air-POM, in which additional instructions and information are contained.

(2) In accordance with arrangements which will have to be established, in advance, with Headquarters, Communications Zone, the warning order will authorize movement to the appropriate staging area, upon call of the staging area commander.

(3) All warning orders will be issued direct to the Air Force or similar command controlling the unit, with the following included in the distribution for information copies:

(a) The unit involved;

(b) Commanding General, Base and Continental Air Service Command, U.S. Strategic Air Forces in Europe;

(c) Commanding General, European Division, Air Transport Command (for flight echelons);

(d) Commanding General, Communications Zone.

(e) Chief of Transportation, European Theater of Operations, U.S. Army;

(f) G-4, Communications Zone (for dissemination to Communications Zone supply agencies concerned);

(g) Director of Supply, ASC, USSTAF (for dissemination to USSTAF supply agencies concerned);

(h) Air Inspector, USSTAF

(i) Commander of the appropriate staging area.

(4) Any subsequent changes in readiness date, organization, equipment or other details connected with the movement prior to the issuance of movement orders will be issued as amendments to the original warning orders and distribution made to all recipients of the original warning orders.

g. Be responsible for issuing movement orders conforming to the movement directive from the Theater Commander in sufficient time to permit receipt by all agencies on the distribution list at



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least fifteen (15) days prior to the readiness date specified therein. Separate movement orders will be issued on flight and ground echelons. Orders will be appropriately classified and will identify the unit with a definite shipment number (to be used thereafter when referring to the unit in connection with the movement). Each movement order will be coordinated with the Chief of Transportation and other interested agencies of European Theater of Operations, U.S. Army, and U.S. Strategic Air Forces in Europe. In the event of conflict between warning and movement orders, the latter will govern. All movement orders will:

(1) Specify the T/O and E under which the unit is to move;

(2) Indicate the strength in officers, warrant and/or flight officers, nurses, enlisted men and civilians;

(3) Indicate any modification of the T/O and E applicable to movement of the particular unit involved;

(4) For those units having any female or Negro officers and/or enlisted personnel, indicate the number of such personnel;

(5) Immunizations applicable to the theater of destination and theaters traversed enroute.

(6) Ground echelon movement orders will:

(a) State specifically what clothing and equipment is to accompany the individuals in their staterooms (or otherwise) and that which is to go in the hold of the ship (both individual and minimum essential equipment);

(b) Show in addition to the strength of the ground echelon, the combined strength of both the flight and ground echelons;

(c) Approximate dates for movement.

(7) Flight echelon movement orders will:

(a) Specify the weights and description of personal and professional equipment authorized for movement by air by reference to appropriate current Itemized Baggage Lists and/or Loading Directives;

(b) Contain instructions as to the number of individuals and weight of equipment to be transported in aircraft furnished by Air Transport Command;



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(c) Specify number of celestial navigators (if any) to be furnished by Air Transport Command;

(d) Specify date by which unit will be prepared for movement.

(3) Distribution of all movement orders will include those agencies which received copies of the warning orders and additional copies will be sent by air mail to the Commanding General, Army Air Forces, Washington, 25, D.C., the Air Force Commander in the theater of destination, and the receiving Theater Commander.

30. Director of Medical Services will

a. Determine the physical standards for personnel to be transferred to other theaters.

b. Prescribe required inoculations and vaccinations, medical training and indoctrination of personnel to be redeployed to various theaters.

c. Coordinate with Director of Personnel on redeployment of Medical Department personnel and units.

d. Coordinate with Director of Supply on medical supply matters relative to procurement, receipt and issue of equipment to units being redeployed and disposition of surplus.

e. Coordinate with the Director of Personnel in initiating action for provision of necessary AAF rest and rehabilitation camp facilities during the redeployment period.

31. Statistical Control Officer will

a. Be responsible for the collection, compilation, analysis and presentation of all statistical material required in the planning and implementation of the Redeployment program. More specifically, he will be responsible for the establishment and maintenance of reporting procedures which will provide current information on such matters as:

(1) The location, assignment and movement status of all units and echelons including information on the arrival of same at their ultimate destination.

(2) The condition and location of all aircraft and the movement of aircraft and combat crews while such aircraft and crews are under the jurisdiction of this command.



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(3 ) The location and status of all AAF personnel in the theater and information requisite to the interchange of personnel between units.

b. Be responsible for the preparation of such special studies as are required by the sections of Headquarters, USSTAF, and in addition to such special studies will:

(1) Collect, compile and analyze the necessary personnel information required for the establishment of Adjusted Service Rating categories, as set forth in WD Readjustment Regulation 1-1.

(2) Translate the Redeployment Schedule into terms of requirements for personnel, aircraft and combat crews, indicating overages and shortages.

(3) Prepare and maintain War Room presentations and progress charts on Redeployment.

c. Coordinate all requests initiated by sections of Headquarters, USSTAF, for reports and statistical information from installations of this command, to the end that overlapping and duplicate reports can be eliminated or combined into a standard reporting system for Redeployment.

32. Commanding General, Air Service Command, U.S. Strategic Air Forces in Europe, is responsible for the following functions as indicated herein in par. 33-36 inclusive, for respective staff sections, Headquarters, Air Service Command. Reallocation of these functions within Headquarters, Air Service Command may be made as directed by the Commanding General, Air Service Command. Such reallocation, however, will be reported to the Redeployment Section, this Headquarters, for incorporation in future editions of this directive.

33. Special Projects Officer, ASC, will

a. Be responsible for coordinating the implementation of approved redeployment plans for which the Commanding General, Air Service Command is responsible.

b. Coordinate with European Theater of Operations, U.S. Army, on the preparation of POM with the object of incorporating the Air Forces views in POM.

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c. Monitor the preparation, publication and distribution of the following administrative directives needed for movement of units under the redeployment program:

(1) Revision of Air-PON;

(2) AAC Requirements for Air movements;

(3) Itemized baggage lists;

(4) Airplane loading lists.

d. Coordinate the redeployment planning of staff sections of Headquarters, Air Service Command and forward recommendations to the Deputy Commanding General, Administration, as appropriate.

e. Serve in liaison capacity between Headquarters, Air Service Command with representatives of higher echelons and other U.S. Strategic Air Forces in Europe commands, and through consultation with other directors, obtain interpretation of policy in individual circumstances and receive ruling of higher authority when warranted.

f. As required, refer to the proper directors or agencies for action, any special studies or specific problems re redeployment and assemble the results of inter-sectional studies within Headquarters, Air Service Command, for the Commanding General, and follow through on action that should be taken with respect thereto.

g. Monitor the establishment (and prescribe scope and functions) of suitable and adequate staging areas, personnel and facilities:

(1) In both United Kingdom and on the Continent for processing flight echelons preparatory to movement;

(2) In United Kingdom for processing personnel, echelons and units to move by water.

In establishment of these staging areas appropriate advantage will be taken of the services of key personnel now in the States who are thoroughly familiar with staging procedures as practiced there, in setting up the necessary facilities and systems for this theater.

h. Monitor establishment (and prescribe scope and functions) of adequate Port Air Sections with [redacted] accessible facilities



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and Air Force procured supplies in theater controlled staging areas and appropriate water ports in both United Kingdom and on the Continent to administer Air Force personnel, units and equipment moving through these ports.

34. Director of Supply, ASC, will

a. Determine the overall shortage of supplies and equipment required for adequately equipping all AAF units scheduled for movement and initiate necessary action for procurement thereof.

b. Establish and announce to echelons of U.S. Strategic Air Forces in Europe an adequate system to provide for necessary and rapid issues, transfers and exchanges of equipment necessary for units to meet POM requirements.

c. Supervise the re-equipping of AAF units in accordance with the provisions of the movement directive for the units.

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d. Supervise the allocation of aircraft to insure that all tactical groups moving direct to another theater will move at full T/O and E, plus such reserves as are specified in 55-3, 15 Aug. 1944, or subsequent editions thereof.

e. Insure the attainment and maintenance of prescribed supply level in the European Theater of Operations on and after "V-1" Day of all items of AAF procured equipment and supplies and advise the Commanding General, European Theater of Operations of requirements for Army Service Force procured equipment and supplies for Air Force units.

f. Insure that adequate material and facilities are provided for packing and crating of all equipment and supplies in accordance with shipping schedules.

g. In conjunction with Transportation Officer and Transportation Corps, plan the allocation of deck loading space and other loading space for water transported aircraft.

h. Determine the adequacy of depots and supply establishments for those units awaiting redeployment and provide for scaling down of supply facilities as units move out of the theater.

i. Prepare and distribute appropriately revised itemized lists of "minimum essential equipment" which is to be moved with units in connection with redeployment.

j. Prepare for issue appropriate instructions to major commands of USSTAF relative to procedure for vacating and turning over bases to appropriate agencies.

k. In coordination with the Special Projects Officer, Air Service Command and Headquarters, Communications Zone, insure establishment in the vicinity of the staging areas, both on the Continent and in the United Kingdom, through which Air Force units will move, adequate depot facilities to properly equip all Air Force units or echelons being processed through those staging areas.

39. Director of Maintenance, ASC, will

a. Establish an adequate plan for reconditioning equipment of AAF units to be redeployed, especially general and special purpose

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vehicles, and effecting required systems and participation by Communications Zone, whenever necessary.

b. Supervise the preparation of aircraft for redeployment by air in accordance with Air Transport Command flight requirements and requirements of the receiving theaters, as required by Headquarters, Army Air Forces.

c. Establish requirements for and supervise preparation of aircraft for water and air shipment.

d. Cooperate in the plan to furnish maintenance personnel to Air Transport Command to insure the optimum utilization of per-

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sonnel to meet both Air Transport Command requirements and requirements in this theater during outmovement of AAF units, as directed by Headquarters, Army Air Forces.

e. Insure the adequacy of maintenance establishment for units awaiting redeployment and provide for appropriate scaling down of maintenance facilities as units move out of this theater.

f. Determine for inclusion in Tab 8 of future editions of this plan, the condition in which items of AAF procured equipment must be rendered before they may be disposed of in this theater.

g. Determine for inclusion in Tab 9 of future editions of this plan, when AAF procured items and supplies are to be considered as economically repairable.

h. Determine for inclusion in Tab 10 of future editions of this plan, the serviceability standards for AAF procured equipment to be shipped to the Pacific Theater or to the U.S.

i. Determine for inclusion in Tab 11 of future editions of this plan, processing standards for AAF procured equipment.

36. Transportation Officer, ASC, will

a. Plan and supervise the transportation of all AAF personnel, equipment and supplies to ports of embarkation.

b. Coordinate with Air Transport Command on air movements and with Chief of Transportation, Communications Zone, on surface movements.

c. In conjunction with Director of Supply, ASC, plan the allocation of deck loading space and other loading space for water transported aircraft.

d. Where appropriate, arrange for the shipment to the continental U.S. of a limited amount of personal baggage of individuals in units moving to further overseas destinations, as authorized by the theater commander, and in accordance with instructions contained in WD letter, AG 524 (15 Aug 44) OB-S-SPMOT-M, dated 25 August 1944, subject: "Processing of Baggage from Overseas."

37. Commanding Officer, Engineer Command, USSTAF (Prov.) will

a. Prepare, in coordination with redeployment schedules and shipping priorities, instructions for the release of housing and other AAF facilities as appropriate.



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b. In coordination with appropriate directorate, determine the need and provide any facilities necessary for special training, staging areas, replacement centers and rest camps.

c. In coordination with Director of Supply, ASC, arrange for rehabilitation of engineering equipment (including dump trucks) and the equipping of engineer units.

## SECTION VI

## Tabs

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Tab 1 - Organizational Chart of USSTAF.

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Tab 4 - Minimum Essential Equipment for AAF units being redeployed direct to other combat theaters.

Tab 5 - Minimum Essential Equipment for AAF Category II units returning to the United States.

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Tab 7 - Quartermaster items required in Pacific area not normally stocked in ETO.

Tab 8 - Condition in which certain items must be put before they may be disposed of in the theater.

Tab 9 - Determination as to when an item is economically repairable.

Tab 10 - Serviceability standards for equipment shipped to the Pacific Theater or to the United States.

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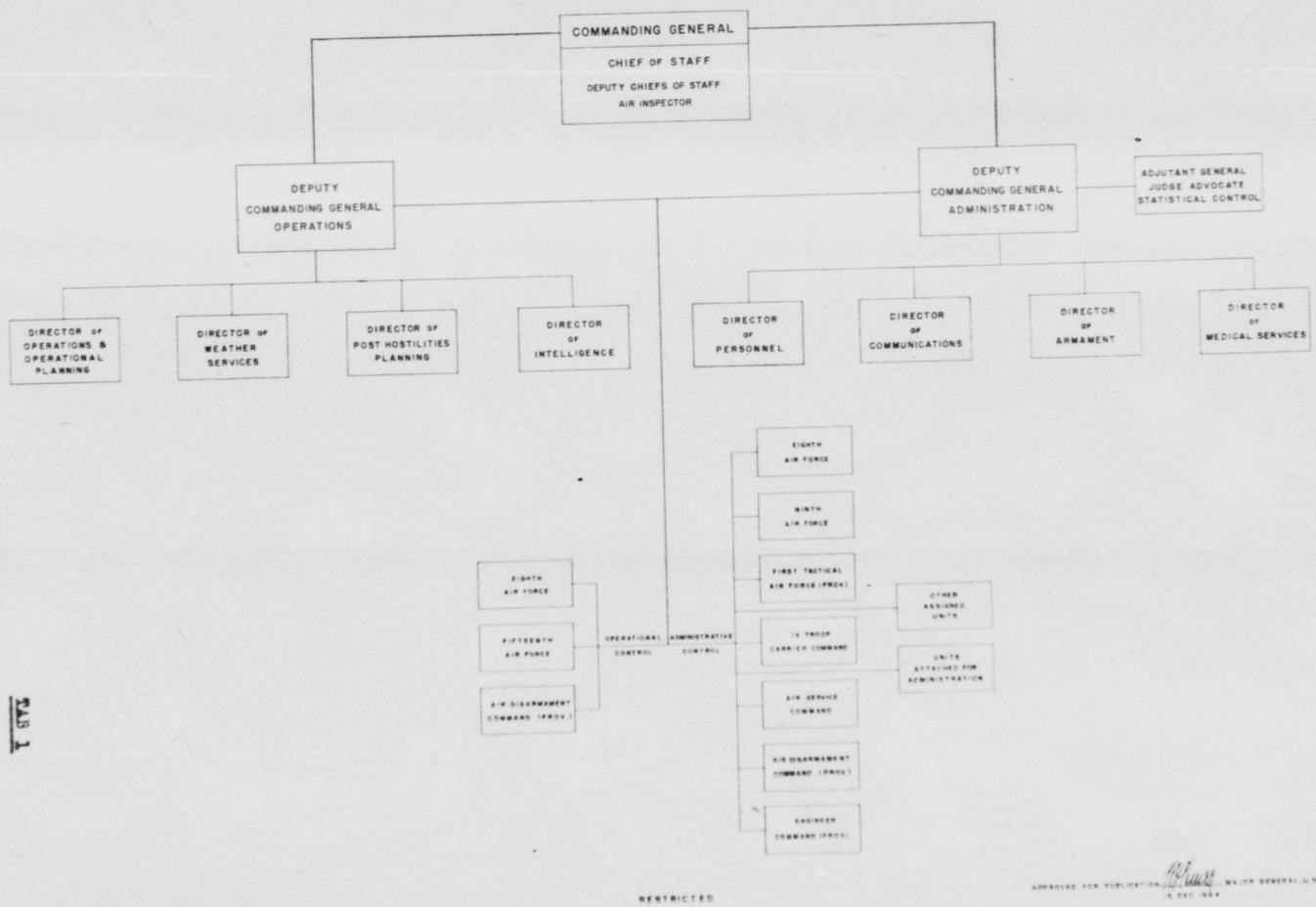
## U.S. STRATEGIC AIR FORCES IN EUROPE




TAB 1

TAB 1

ORGANIZATIONAL CHART OF USSTAF

APPROVED FOR PUBLICATION _____ MAJOR GENERAL U.S.A.
15 DEC 1944

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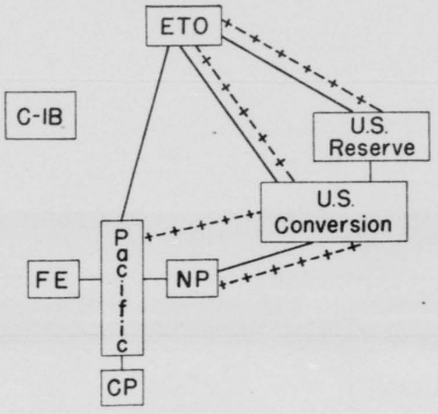
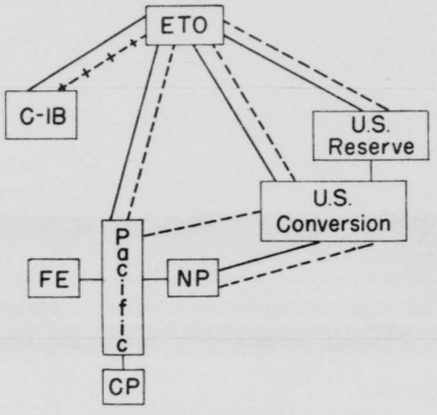
# MOVEMENT OF AAF UNITS FROM ETO

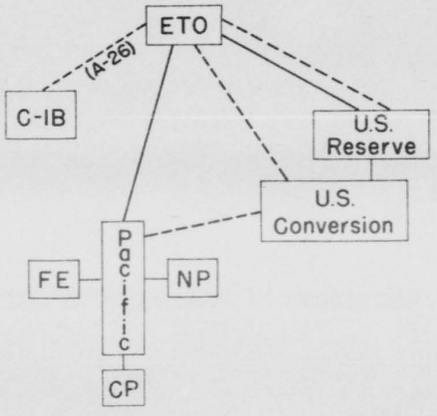
Heavy Bombers



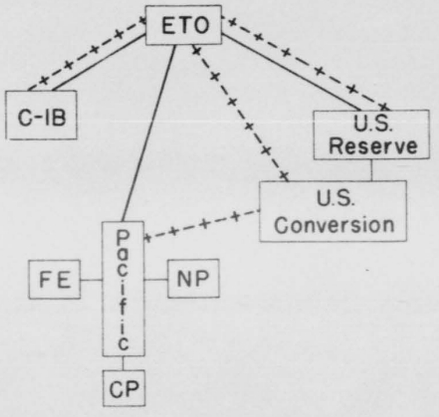

Fighters



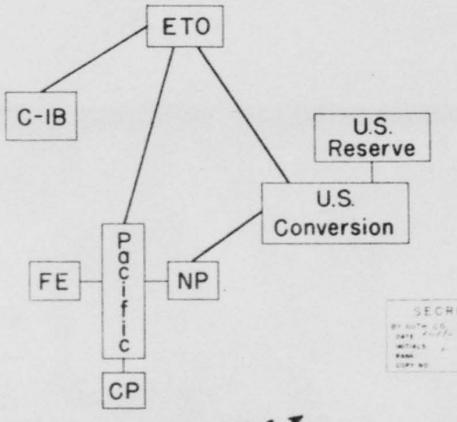

Medium & Light Bombers




Troop Carriers




All Associated Services

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—— Ground echelons
---- Flight echelons

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plain line —— Water shipment
crossed line +-+-Air shipment

TAB 2

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TAB 3

Estimated Flow of AAF Personnel based on "Troop Schedule in Consonance with JCS 521/6, Assumption B", 30 September 1944.

In Theater 423,000

| | For Water Shipment | | For Air Shipment | |
|---|---|---|---|---|
| | Remaining | Departing | Remaining | Departing |
| V Day | 276,500 | | 39,000 | |
| | | 72,000 | | 5,300 |
| V + 60 | 204,500 | | 33,700 | |
| | | 37,000 | | 3,900 |
| V + 90 | 167,500 | | 29,800 | |
| | | 19,900 | | 3,700 |
| V + 120 | 147,600 | | 26,100 | |
| | | 42,500 | | 1,800 |
| V + 150 | 105,100 | | 24,300 | |
| | | 30,900 | | 5,500 |
| V + 180 | 74,200 | | 18,800 | |
| | | 13,200 | | 1,500 |
| V + 210 | 61,000 | | 17,300 | |
| | | 29,300 | | 4,200 |
| V + 240 | 31,700 | | 13,100 | |
| | | 23,400 | | 3,900 |
| V + 270 | 8,300 | | 9,200 | |
| | | 8,300 | | 9,200 |
| V + 300 | 0 | | 0 | |

Allocated to Occupation Forces 61,500

Pending Disposition (Including Bulk Allotment) 46,000

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T.B 4

Minimum Essential Equipment for Category II
Units Known Direct to Other Theaters

The items of individual and organizational equipment listed herein will accompany troops as "T.T" equipment from departure station through the staging area to overseas destination, unless otherwise directed by their movement orders. Authorized substitutes for items short will be issued when necessary and will be retained by the unit until replaced by authorized items. Items and allowances contained herein apply only where and as prescribed in the TL or TC&E applicable to the unit, unless otherwise directed by the movement order.

Organizational Equipment Normally Issued to Individuals

Band instruments with accessories
Individual weapons, carbines, (including pockets, magazine and scabbards), rifles, pistols, automatic rifles and submachine guns, with accessories.
Kits, tool, individual
Masks, gas
Binoculars, watches and compasses
Packets, first-aid.

Bivouac Equipment

Colors, standards, and guidons
Ranges, field, complete with authorized accessories
Heater, water, for range, field, M1937 (authorized substitute; heater, immersion, can, corrugated)
Bags, water, sterilizing
Buckets, G. I.
Cans, water, five-gallon (50% of authorized allowance).
Fly, tent, wall, large, OD, fire resistant, Class A (one) complete with pins and poles
Screen, latrine, OD, fire resistant, Class A (one per squadron or similar unit) complete with poles, pins and guys
Cans, corrugated (less garbage and rubbish cans)
Lanterns, gasoline, kerosene or electric
Tent, pyramidal, OD, fire resistant, Class A, (one per squadron or similar unit) with poles, pins and guys.

Administrative Equipment

Company or Similar Unit

Morning Reports-preceding 6 months
Daily Sick Reports - preceding 6 months
Duty Rosters (current only)
Property Book (all)
Record of Company Punishment-applicable to men actually present only
Council Book-with vouchers from the date of last inspection by an Inspector General only
Current Company Orders File (essential orders only)
Class E set of Army Regulations, and any essential circulars & bulletins.

Personnel Officer

Service Records- with duplicate copies of authorizations of allotments
Extracts from Service Records
Retained copies of pay rolls and pay vouchers-preceding 6 months
Classification and Soldiers' Qualification Cards WD AGO Form 20
Officers' and Warrant Officers' Qualification Cards WD AGO Form 66-1
Class A set of Army Regulations, War Department Circulars and any current pertinent directives.

Regimental Headquarters
(Adjutant)

Regimental Orders File
Appropriate T/O's, T/E's, and T/B's
Current Directives
Message Center Log



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## Army Air Forces Equipment

Bags, assembly, clothing, flyers
Bags, flyer's kit
Caps, flying, summer (AGF units only)
Caps, flying, winter (AGF units only)
Glasses, flying, sun (AAF units only)
Goggles, assembly, flying
Gloves, flying, winter
Headsets
Helmets, flying, summer
Helmets, flying, intermediate
Helmets, flying, winter
Jackets, flying, intermediate
Jackets, flying, winter
Kits, bombardier
Kits, navigation, celestial
Kits, navigation, pilot
Masks, oxygen
Microphones
Shoes, flying, winter, (flying personnel only)
Suits, flying, summer, o.d.
Trousers, flying, winter
Trousers, flying, intermediate
Watches, mark

## Engineer Equipment

Knives, engineer, pocket, w/clevis.

## Medical Equipment

Brassards, Geneva Convention
Chests, medical, 1 & 2
Chests, flight, service, complete
Kits, dental (Officer; pvt.)
Kits, medical (officer; NCO;pvt.)
Kits, medical, parachutist
Kits, suction, snake bite
Kits, veterinary (officer; NCO; pvt.)

## Chemical Warfare Equipment

Kits, repair (gas mask, universal).

## Ordnance Equipment

Clocks, message center
Knives, trench, with scabbard
Shotguns, riot type
Organizational spare parts, tool and equipment for individual weapons (in addition to accessories)

## Quartermaster Equipment

*Axes, handled, chopping, single bit, 4 lb.
Axes, entrenching, w/handle and carrier
Bags, canvas, field, o.d.
Bags, money, leather
Cases, brief, leather
Cases, canvas, dispatch
Cases, carrying, map
Cases, web, for 30 rounds, magazine SMG
Chests, record, fiber
Desks, field, fiber, w/necessary office supplies (GI items only)
Drums, inflammable, liquid (gasoline) steel (empty) w/carrying handle, capacity 5 gals (for field range only)
Flags
Kits, barber, w/case
Kits, carpenter
Kits, carpenter, or wheelright (complete w/tools)
Kits, repair (for field range)
Machetes, 18" w/sheath
Machines, coin counting
Machines, computing, listing & non-listing
Machines, duplicating, spirit, stencil, or gelatin process
Machines, embossing, complete, w/plate & roller
Machine, numbering
Machines, paper fastening, wire staples
Machines, stencil cutting, 1" non-adjusting
Musical instruments, band
Outfits, chaplain (less organs & Hymnals)
Outfits, officers mess, complete
Perforators
Picks, mattock, entrenching, w/handle & carrier
Plates, distinguishing, auto
Pockets, magazine for carbine, Cal..30
*Picks, handled, railroad, 6 to 7 lbs or mattock, handles, pick, Type II, Class F, 5 lb
Rolls, commissary, complete, or chest commissary (as authorized)
Rulers, office, 18"



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Quartermaster Equipment (cont'd)

Safes, field, key lock
Safes, 3-Way combination
Scarfs, chaplain
Seals, official
Selectors, qualification card
Sharpeners, office, pencil
Shears, office , bankers, 9"
*Shovels, GP, D-handled, strapback Round Point No. 2
Shovels, entrenching, w/carrier
Slings, color, mob, o.d.
Stamps, rubber, official
Stamps, time recording
Stencil outfits, complete with figures and letters
Stones, sharpening, hand, for machete
Styli, ball point
Styli, medium loop
Tool kits (with tools) band instrument repair (brass and woodwind)
Trumpets, G w/slide to F, plastic
Typewriters, portable & Non-portable (ML items only)
Whistles, thunderer

Signal Equipment

Cryptographic equipment (set for Divs, Corps and Armies)
Flashlights, TL-122
Telephones, field, EE8 (2 only per company or similar unit)
Wire, field (1 mi(only) Wire w/reel per company or similar unit)

Miscellaneous Equipment

Complete file of essential training literature including, but not limited to Technical & Field Manual
Standard nomenclature lists
Training aids (not to exceed 200 lbs)
Investigative equipment for CIC detachments as prescribed in letter AG 400 (27 Nov 43) OB-S-SPDDL-M, 29 November, 1943, subject: SLoE of Investigative Equipment and Supplies for Counter Intelligence Corps
Two pounds per individual of emergency expendable supplies, including cleaning and preserving materials in accordance with the provisions of Section V, Cir 55, WD, 1944.

*Limited to one (1) per Platoon or similar unit.



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TAB 5

Minimum Essential Equipment to Accompany
Category II Units Returning to the United States.

1. Clothing and individual equipment authorized by, and within allowances stated in Circular 200, WD, 1944, as amended by Section IV, Circular 298, WD, 1944.

2. Organizational equipment, except as noted below, will not be returned with the unit, but will be turned in to the agency designated by the overseas commander in accordance with separate War Department instructions on this subject. The only organizational equipment authorized to accompany the unit is that which is essential to maintain the integrity of the unit while in transit to new intermediate station in the United States. The following items normally will be included as minimum essential equipment:

a. Organizational equipment, including arms, normally issued to individuals within allowances prescribed in the T/E or T/O&E applicable to the unit.

b. Additional items of organizational equipment, if prescribed in the appropriate equipment table, as follows:

Bag, money leather
Case, brief, leather
Case, canvas, dispatch
Chest, medical, 1 and 2 (optional)
Chest, record, fiber
Colors, standards, and guidons
Desk, field, fiber
Kit, barber, w/case
Kit, dental (officers; privates)
Kit, medical (officers; NCO; privates)
Machine, computing (listing and non-listing
Machine, duplication (spirit or stencil process)
Machine, paper fastening, wire staples
Outfits, chaplain
Perforator
Rule, office, 18"
Safe, field, key lock
Seal, official
Selector, qualification card
Sharpener, office pencil
Sling, color, web, od
Stamp, rubber, official
Stamp, time-recording
Stylus, medium loop
Typewriters, portable and non-portable.

c. Expendables, based upon a maximum of two pounds per man, including such items as blank forms, envelopes, pencils, paper and C and P materials.

3. Items of organizational equipment required for training will be shipped when prescribed by the WD, T/D, or as directed by the War Department in separate instructions.

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TAB 6

Minimum Essential Equipment for AAF
Category IV Units Returning to the United States.

Items and allowances contained herein apply only when and as prescribed in the T/E or T/O&E applicable to the unit, unless otherwise directed in the movement order.

1. Clothing and individual equipment indicated in Cir No. 200 WD, 1944 and officers trunk lockers (or barrack bags), hand baggage, and bedding rolls.

2. Organizational Equipment Normally Issued to Individuals. Units will be returned with such items of this type equipment, including watches, wrist and pocket; as may be on hand in the units concerned. Theater Commander need not fill existing shortages, except shortages of masks, gas and packets, first aid, but will not withdraw authorized items except any items in excess of T/E allowances.

Band instruments, with accessories
Brassards
Flashlight, TL-122
Flying clothing and equipment
Knife, engineer, pocket w/clevis
Packets, first aid
Trumpet, G w/slide to F
Whistle, thunderer

3. Bivouac Equipment

Bag, money, leather
Case, brief, leather
Case, canvas, dispatch
Case, carrying, map
Chest, flight, service, complete
Chest, medical, 1 & 2
Chest, record, fiber
Clock, message center
Colors, standards and guidons
Desk, Field, fiber, w/necessary office supplies (all items only)
Kit, barber, w/case
Kit, dental, (officers, privates)
Kit, medical (officers, NCO, privates)
Lanterns, gasoline, kerosene, or electric
Machine, coin counting
Machine, computing, listing and non-listing
Machine, duplication, spirit or stencil process
Machine, embossing, complete w/plate & roller
Machine, numbering
Machine, paper fastening, wire staples
Machine, stencil cutting, 1" non-adjusting
Outfits, chaplain
Outfits, officers mess, complete
Perforator
Ruler, office, 18"
Safe, field, key lock
Seal, official
Selector, qualification card
Sharpener, office, pencil
Sling, color, web, od



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Stamp, rubber, official
Stamp, time-recording
Stencil outfit, complete w/figures & letters
Stylus, medium loop
Tool Kits (w/tools) band instrument repair (brass and woodwind)
Typewriters, portable and non-portable

4. Expendable Supplies, such as the items listed below, as authorized depending upon the estimated length of journey and the strength of the unit concerned. Allowances of these items are prescribed in Cir. 1-18, OQMG; and ASG Catalog SIG 4-1.

Blank Forms
C and P Materials
Clips, paper
Envelopes,
Folders, manila
Paper, bond
Paper, carbon
Paper, onionskin
Pencils

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TAB 7

## Quartermaster Items Required In Pacific Area Not Normally Stocked In European Theater of Operations

Note: The list of items below has been furnished Communications Zone by Office of Quartermaster General, Army Service Forces, Washington, D.C., and is included for information and guidance where applicable to AAF units.

1. Additional requirements in Pacific area:

Glasses, sun, spectacle, and clip-on type
Machetes
Sheaths, machete
Bag, Clothing, waterproof
Bag, Food, waterproof
Band, helmet, camouflage
Bladder, flotation, jungle
Box, match, waterproof
Boots, jungle, waterproof
Calcium hypochlorite, tubes w/testing tablets
Calcium hypochlorite, 3-3/4 to 5 lb can
Cap, garrison, cotton, khaki
Cap, garrison, cotton, khaki, WAC
Cap, garrison, WAC, tropical worsted
Cap, garrison, off-duty, summer, (Officers & EW)
Cap, service, tropical worsted, dark OD, nurse
Cream, sunburn, preventative
Drawers, knitted, short protective
Dress, off-duty, WAC, summer
Dusters, powder, delousing
Insoles, ventilating, fused type
Insecticide, aerosal, 1-lb, dispensers
Insecticide, powder, louse
Insecticide, powder, roach
Jacket, field, M-1943
Jacket, tropical worsted, dark OD, nurse
Jacket, WAC tropical worsted, summer (Officers & EW)
Lipstick, anti-chap, hot climate
Poncho
Repellant, insect
Shirt, cotton, khaki, special
Shirt, knit, OD
Shirt, tropical worsted, Nurse, dark OD
Shirt, tropical worsted, WAC, khaki
Slack, women, summer, dark OD
Socks, cotton, tan
Tablets, water purification
Trousers, cotton, khaki, special
Bag, canvas, field, (issued in lieu of haversack for jungle operations)
Suspenders, belt
Bar, insect, field
Headnet, mosquito
Bags, delousing
Bag, water sterilizing
Drawers, cotton, shorts
Gloves, cotton, mosquito
Jackets, herringbone twill, special



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Packboard, plywood w/strap and attachment
Suits, one-piece, herringbone twill, special
Trousers, herringbone twill, special
Undershirts, summer sleeveless
Hammock, jungle, complete
Larvicide, DDT, powder, dissolving
Larvicide, DDT, powder, dusting
Lime chlorinated
Methyl bromide
Sprayers, liquid, insect
Paper, fly
Candles
Insecticide, DDT, louse-proofing
Insecticide, DDT, pure concentrate
Insecticide, spray, delousing
Insecticide, liquid, finishing spray

2. Not stocked in ETO - MATO:

Glasses, sun, spectacle and clip-on
Machetes
Bag, clothing, waterproof
Bag, food, waterproof
Band, helmet, camouflage
Bladder, flotation, jungle
Box, match, waterproof
Boots, jungle, w/1 pr. insoles
Calcium, hypochlorite, w/testing tablets
Calcium hypochlorite, 3-3/4 to 5 lb can.
Cap, garrison, cotton, khaki
Cap, garrison, W.C, tropical worsted
Cap, garrison, cotton, khaki, WAC
Cap, garrison, off-duty, summer (Officers & EM)
Cap, service, tropical worsted, dark OD, Nurse
Cream, sunburn, preventative
Drawers, knitted, short, protective
Dress, off-duty, W.C, summer
Dusters, powder, delousing
Insoles, ventilating, fused type
Insecticide, aerosol, 1-lb dispensers
Insecticide, powder, louse
Insecticide, powder, roach
Jacket, field, M-1943
Jacket, tropical worsted, dark OD, nurse
Jacket, W.C, tropical worsted, summer (Officers & EM)
Lipstick, anti-chap, hot climate
Poncho
Repellant, insect
Shirt, cotton, khaki, special
Shirt, knit, OD
Shirt, tropical worsted, Nurse, dark OD
Shirt, tropical worsted, W.C, khaki
Slack, women, summer, dark OD
Socks, cotton, tan
Tablets, water purification
Trousers, cotton, khaki, special



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3. Partially available in ETO - MTO:

Bag, canvas, field (issued in lieu of haversack for jungle operations)
Suspenders, belt
Bar, insect, field
Headnet, mosquito
Bag, delousing
Bag, water sterilizing
Drawers, cotton, shorts
Gloves, cotton, mosquito
Jacket, herringbone, twill, special
Packboard, plywood, w/strap and attachment
Suits, one piece, herringbone twill, special
Trousers, herringbone twill, special
Undershirts, summer sleeveless

4. Total Short Supply or Limited Available in ETO - MTO:

Hammock, jungle, complete
Larvicide, DDT, powder, dissolving
Larvicide, DDT, powder, dusting
Lime, chlorinated
Methyl Bromide
Sprayers, liquid, insect
Paper, fly
Candles
Insecticide, DDT, louseproofing
Insecticide, liquid, finished spray
Insecticide, spray, delousing
Insecticide, DDT, pure concentrate



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TAB 8

Conditions in Which Certain Items Must Be Put Before They May Be Disposed of in the Theater.

"Army Air Force Procured Equipment." "The condition in which items of Army Air Force Procured Equipment must be rendered before they may be disposed of in this theater will be determined by the Director of Maintenance ASC and included in future editions of this tab."

Chemical Warfare

1. Destruction of Chemical Warfare equipment generally is covered by Chapter 7, TM 3-255 and WDTC 65-1943. Destruction of Ordnance material is covered by WDTC 5-1943, Airplane smoke tanks and other tin containers by TM 3-222 and Mechanical smoke Generators by TM 3-380 and TM 3-381.

Engineer

1. The following items of engineer equipment will be rendered unfit for military use by any appropriate means:

a. Blasting apparatus, firing devices and explosives other than dynamite, commercial caps and blasting machines.

b. Camouflage nets.

Ordnance

1. All Ordnance items as listed in ORD 2 OrSI are considered potentially useful for future military purpose with the exception of the following:

Tractors - all types
General Purpose Vehicles - all types
Passenger Cars - all types
Trailers - all types
Message Center Clocks
Compasses
Binoculars - all types
Shotguns and Shotgun Ammunition - all types
Watches - all types
Unit generators
Rubber tires and tubes
Items included in SNL Groups H, J, I, M, and N, Parts Common, and certain other items bearing Federal Stock Numbers.
Parts, tools, accessories and supplies for above list of items.

2. All Ordnance major items of equipment with the exception of the list above will be destroyed as outlined in Ordnance Field Manual FM 9-5, Change 4, dated 19 February 1944, before they are disposed of locally.

3. All ammunition is considered potentially useful for future military purposes and when disposed of must be rendered unfit for further military use. Ammunition falling in the following categories will be destroyed locally as outlined in TM 9-1900, Chapter 4, or TM 9-19-4, Section IX, Chapter 1-4.

a. All ammunition which has been declared obsolete under SNL's P-9, R-8, S-10 and P-6.

b. All ammunition which is considered unsafe as listed in War Department Supply Bulletin SB 9-ZII-2.



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Quartermaster

1. Items to be mutilated, broke up, or altered in such manner as to render them no longer distinctive articles of the uniform:

Distinctive articles of uniform other than helmets and helmet liners (See AR 30-2145 and AR 600-40, as amended).

2. Items to be reduced to scrap:

Helmets, steel
Helmet liners

3. Items to be rendered unusable for original purpose:

Belts, cartridge
Belts, magazine bar
Belts, pistol or revolver
Cases, carbine, canvas
Pockets, cartridge or magazine, rifle or carbine
Scabbards, canvas or leather, carbine, rifle or submachine gun



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TAB 9

DETERMINATION AS TO WHEN
AN ITEM IS ECONOMICALLY REPAIRABLE

Army Air Force Procured Equipment

Procedure for determining when Army Air Force procured items of equipment are economically repairable will be drawn up by the Director of Maintenance, ASC and included in future editions of this tab.

Chemical Warfare

1. An item of equipment will be considered economically repairable and suitable for shipment to another Theater of Operations when it can be placed in an operating condition comparable to a Class A item by the replacement of not over 70% of minor or major assemblies for critical items as listed in War Department Supply Bulletin 38-1, or when not over 40% of such replacements are necessary for non-critical items.

2. The determination of which items of equipment are economically repairable will be made by a qualified Chemical Warfare Service inspector who must be familiar with the maintenance and operation of each type of equipment. Repairs will not be undertaken unless the equipment is capable of being placed in a satisfactory operating condition with an anticipated life of at least 75% of a similar Class A item after repairs have been completed.

3. Excess or obsolete items as listed in War Department Supply Bulletin 38-1 will not be repaired or returned to the United States or other theaters if serviceable.

4. Expendable material with the exception of ammunition and acetylene tetrachloride will not be rehabilitated. Unserviceable ammunition will be destroyed in the theater. Serviceable ammunition will be returned to the United States in accordance with the then existing instructions, except that carried by units moving direct to the Pacific Theater.

Engineer

1. Items to be shipped to theaters continuing active:

Items of equipment required by theaters continuing active will not be considered economically repairable for shipment unless the following qualifications are met:

a. Equipment must be of make and model for which spare parts stocks are maintained in all echelons. Such items are indicated in ASF catalog, ENG 11 CL-15 as Group "A".

b. The equipment must not have been operated more than 50 percent of its estimated original useful life.

c. All parts required for repair must be available within the theater making shipment. This will take into consideration material available from "cannibalization" of like equipment, and parts which may be readily manufactured with available material and facilities.



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d. Equipment will not be considered economically repairable which has suffered major damage that will necessitate excessive disassembly and repair. Decisions in this respect must be tempered by the emergency of requirements for the equipment in theaters continuing active.

2. Items to be returned to U.S.

a. Items of equipment not required by theaters continuing active will not be considered economically repairable for return to the U.S. unless the following qualifications are met:

(1) Such items, "as is", in the theater, must be estimated to have remaining serviceability equivalent to at least 75% of the estimated original life of like new items.

(2) Such items must be susceptible of being put in first class condition at a total repair cost not exceeding 25% of original cost.

Medical

1. Medical Department equipment items are considered economically repairable when the estimated cost of repair does not exceed 50% of the price of the item as listed in the Army Service Forces Medical Supply Catalog, MLD III. As a matter of practical expediency, if medical items are repairable in accordance with the standards set forth in Tab 10 and are required for use in the theater or for shipment to an active theater, they are to be considered economically repairable. These items which are listed as in critical supply in the current War Department Supply Bulletin 38-1 are considered economically repairable regardless of the cost of repair or the local need for the item.

Ordnance

1. In determining the condition an item of Ordnance equipment must be in to be economically repairable the following will govern:

The expenditure for repair of an item will not exceed 50% of the initial cost unless the item is shown in the critical list, Chapter 2, of War Department Supply Bulletin SB 38-1. The expenditure for repair includes both time and material. In absence of more accurate time cost in computing soldier labor, a rate of $1.00 per hour will be used.

2. War Department Supply Bulletin SB 38-1, Chapters 3 and 4 - which cites items of equipment that will not be repaired or will be repaired only to a limited extent - will be followed.

3. Ammunition will not be repaired in the theater if the cost of renovating exceeds the initial cost unless the particular type of ammunition is in critical demand for U.S. military or lend-lease use. No obsolete ammunition as shown in the Book of Standards will be repaired. All "S" items of ammunition as shown in SWKs P, R, S and T in stock in the theaters requiring repair will be referred to the United States for decision as to whether the items are to be repaired. A decision will be reached in the United States based on the condition as to whether a comparable S and M item is in scarcity of supply. The theater will be advised of the decision. (Note: War Department



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Supply Bulletin SB 38-1 has been quoted as a source of information for guide on the repair of non-essential and critical items. This bulletin is compiled as a reflection of present requirements. For demobilization purposes a bulletin similar in context to SB 38-1 should be compiled which would reflect excesses or shortages: first, for the continuation of the war with Japan, and second, for the war reserve army. The items should be listed according to their status as a non-essential or critical item in each of those two periods. This bulletin cannot be prepared until a firm troop basis and a war reserve basis is obtained from General Staff from which material requirements for Ordnance equipment can be computed.

Quartermaster

1. Mechanical items (mobile equipment, materials handling equipment, etc. other than laundry and dry cleaning equipment for fixed installations, and fuels and lubricants items.)

The economic repair limit for mobile and materials handling equipment will be 35% of the original cost. The 35% limit will apply to equipment of any age. When necessary repairs will exceed 35% of the original cost, all serviceable assemblies will be removed and the remainder of the unit salvaged.

2. Non-mechanical items (Clothing, Equipage, General Supplies)

Items will be considered economically repairable if they can be repaired to meet the standards referred to in Tab 10 for 35% of their original cost. See AR 30-3000 for unit costs of clothing and equipage items and AR 30-3010 for unit costs of general supplies items. For standard repair procedure see War Department Technical Bulletin TB AM (number not yet assigned) entitled Standard Repair Procedures for Clothing and Equipage Items.

3. Laundry and dry cleaning equipment for fixed installations.

a. Equipment will not be considered economically repairable in the following cases:

(1) When previous operation in the theater exceeds 60 months (at 8 hours per day), 30 months (at 16 hours per day), or 20 months (at 24 hours per day); or

(2) When the cost of required repairs exceeds 25% of the original cost; or

(3) When there is visible evidence of rust or corrosion on machined or polished surfaces (such as heads of presses, extractor baskets, tumbler cylinders, etc.) defective motors, leaking washer shells, broken major castings, or other obvious serious damage.

b. Since wooden shells and cylinders for washers and manually operated presses are not to be returned to the United States (see Tab 10) these items will be considered economically repairable only when destined for another theater.

4. Fuels and lubricants items.

a. Items economically repairable:



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Drums, inflammable liquid (gasoline) steel, with carrying handle, capacity, 5 gallons - economically repairable unless there is a leak in a seam or dented.

Drums, inflammable liquid, steel capacity, 55 gallons - economically repairable unless there is a leak in seam or chime.

Pump, oil, barrel, motor oil dispensing, 1 quart, 15 to 60 gallon barrels or drums - economically repairable unless casing is broken or parts missing.

Pump, barrel, rotary, kerosene or gasoline, with six foot hose and nozzle - economically repairable if it will pump 10 gallons per minute at 60 RPM.

Tube, flexible nozzle, cam type - economically repairable if free from rust, forms a tight seal in 5 gallon drum, tube does not leak gasoline.

Containers, collapsible, all types, all sizes - economically repairable if the holes in synthetic rubber liner do not exceed 3 inches in length.

Pump, gasoline, portable, gasoline engine driven, dispensing 100 GPM - economically repairable if hoses are in good condition and dispenser has not been structurally damaged.

Hose, gasoline, rubber-metal (all types and sizes) - economically repairable if inner or outer tubes do not fail. Punctured or cut hose can be reused if replacement couplings are available or by shortening and recoupling the length.

Cleaner, drum, portable, gasoline engine driven - economically repairable when vacuum and pressure systems have dropped in efficiency but are still sufficient to clean drums, and if unit has not been structurally damaged.

b. Items not repairable if used:

Gasket, filler plug, all types and sizes;
Plugs, steel drum all types;
Twister, wire, bag tie, heavy spring return;
Wire bag tie double loop, 14-gauge, 7" long;
Tags, marking, all types;
Clips, marking tag, zinc plated.

Signal

1. The factors determining whether or not an item of equipment is economically repairable are flexible and are subject to some variation within each repair organization. The economy of repair of equipment by theater repair organizations will be governed to a great extent by:

a. Skill and number of available personnel.

b. The work-load of the repair organization concerned.



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c. The adequacy of tools, test equipment and machinery.

d. The time required to accomplish the needed repairs.

e. Availability of authorized spare parts.

f. The priority of need for specific types of equipment in other theaters.

2. Normally, equipment falling into any one of the following categories will not be considered economically repairable:

a. Equipment which requires parts or assemblies not authorized by current maintenance lists, not available in theater stocks, and not available by reclamation of parts and assemblies from excess or obsolete equipment.

b. Equipment which is obsolete or excess to the War Department according to the current edition of War Department Supply Bulletin SB 38-1.

c. Equipment for which the estimated cost of repair exceeds 50% of the estimated cost of the equipment when new. The figure of 50% is flexible and may be altered as warranted by conditions existing in the individual repair organizations. Generally, higher percentages will be applicable to repairable equipment which is in a critical supply status.

d. Equipment requiring the fabrication or manufacture of parts or assemblies which cannot be completed within a reasonable length of time from parts or supplies available in the theater. The limiting time period will be determined by the individual repair shops and will consider work loads, available personnel and equipment, and the urgency of the repair.

e. Equipment for which the probable life after repair is not comparable to the life of identical new equipment. This class will usually include equipment in which unserviceability results from mechanical failures.

f. Non-standard equipment except any such equipment in a critical supply status.



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TAB 10

Serviceability Standards for Equipment Shipped to the Pacific Theater or to the United States.

"Army Air Force Procured Equipment." "The Serviceability standards for equipment of this category to be shipped to the Pacific Theater or returned to the United States will be determined by Director of Maintenance, ASC and included in future editions of this Tab."

Chemical Warfare

1. Class A equipment may be shipped to another theater after inspection by a qualified Chemical Warfare Service inspector and found to be completely serviceable.

2. Class C equipment to be shipped to another theater of operations must be completely overhauled by a Chemical Warfare Service Maintenance Unit before being considered available for such shipment. It must be capable of being operated in accordance with the provision of the technical manual pertaining to the particular itemsof equipment and it must have an expected life of at least 75% of a similar Class A item. It must be in such condition that there will be no deterioration during shipment because of the partial deterioration of any parts.

3. Repairs will be made by Chemical Warfare Maintenance Units on Class C items to be shipped to the United States prior to shipment insofar as repairs and replacement assemblies are available. When it is determined by proper technical inspection that a piece of equipment can be placed in satisfactory operating condition in accordance with the standards contained in TAB 10 and repair parts are not available the equipment will be returned to the United States provided there will not be further deterioration during shipment.

4. Obsolete or obsolescent equipment will not be returned to the United States unless instructions to the contrary are received.

Engineer

1. Items to be shipped to theaters continuing active:

a. Such equipment will be repaired to restore to original condition, to the highest degree permitted by available skill, equipment, and parts.

b. Repairs will be accompanied by replacement of any component parts, the serviceability of which is considered questionable. In general, all parts will be replaced that are estimated to have remaining less than 50% of their estimated original useful life.

c. New parts will be used to the maximum degree possible. Reconditioned parts will not be used unless they are estimated to have at least 75% of the normal life expected of a new part. This requirement may be reduced to 50% of the normal life of a new part in the case of rapidly wearing parts such as cutting edges, bucket teeth, etc.

d. Repaired equipment will be outfitted completely with all operating attachments normally issued with such equipment.



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c. Equipment will be outfitted completely with first echelon spare parts and tools.

f. Equipment will be accompanied upon shipment by spare parts equal or approximately equal in amount to those listed in the appropriate ASF catalog, Eng. 8. Should such quantities not be available from stocks excess to the theater, after requirements of parts for repairs, available quantities will be shipped; and shortages will be reported to the Chief of Engineers, Attention: Maintenance Division, P.O. Box 1679, Columbus, Ohio, together with accurate information as to shipping destination to enable shipment of remaining requirements. Copies of such shortage reports will be forwarded to the consignee of the equipment, with instructions to notify the Chief of Engineers, Attention, Maintenance Division, whether such shortages can be filled from existing stocks in the consignee theater or should be shipped by the Chief of Engineers.

2. Items to be returned to the United States:

Serviceability standards prior to shipment thereof will be identical with those prescribed to determine whether such equipment is economically repairable. (Tab 9)

Medical

1. The following standards will be maintained in shipping Medical Department items from the European Theater to the Pacific Area or to the United States:

a. Drugs and Dressings (Classes 1 and 2, Medical Supply Catalog). Only original unopened item unit containers will be shipped. No rebottling, relabeling or repackaging of item unit containers will be attempted in the theater.

b. Surgical Instruments, Surgical Appliances, Laboratory Equipment, Dental Instruments and Equipment, X-Ray Equipment, Hospital Equipment, Veterinary Instruments and Equipment (Equipment items in Classes 3, 4, 5, 6, 7 and 8 of the Medical Supply Catalog). - Repair of instruments, machines, appliances and other equipment in these categories will be limited to replacing minor parts to restore function. No grinding, plating or refinishing will be attempted. Restoration as to function will be as determined by qualified technicians in the specialized instrument fields indicated for subject groups of items.

c. Textiles. - Textile items of all classes will be clean, unstained and properly mended. Buttons, ties and fasteners will be serviceable. Items will be segregated by size and type when such classification is practicable.

d. Deteriorating Items Carrying Expiration Dates. No repackaging of unit containers or relabeling will be attempted. Such items will not be shipped unless the expiration date is four months subsequent to the shipping date from the theater. If there is evidence that these items have not been refrigerated or otherwise properly cared for, they will not be shipped. This assurance will require careful inspection.

e. Deteriorating Items (Drugs, Rubber Goods and Adhesive). - These items are not repairable, generally speaking. Their serviceability must be determined by competent inspection. Shipment of items likely to be unserviceable soon after receipt in active theater will not be made.

f. Field Equipment. - Components of each field equipment assembly must be complete. Assembled units should normally be 95% complete with serviceable component items to be termed serviceable, although careful technical inspection and judgment may sometimes provide units which are serviceable with as low as 80% of components if the 20% omission were composed of non-vital items. No assembled unit will be shipped unless 95% or more complete except as approved by a competent technical inspector.



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Ordnance

1. Serviceability standards prescribing condition of equipment prior to shipment from the European Theater of Operations to the Pacific Theater of Operations will be the same standard as used by the United States for overseas shipments. This information is given in SB 9-2 and also in OFSB 4-17 including changes. The conditions as set forth in the above-mentioned publications will apply.

2. In the case of equipment being moved from the European Theater to the United States, the serviceability standards given in SB 9-2 and OFSB 4-17 will apply, but will be waived or modified downwards when necessary in direct proportion to the extent to which repairs can be made considering number of troops and trained personnel available at that time. An inspection tag will accompany the equipment showing work that is necessary to be performed. This tag will be in duplicate. In the case of boxed equipment one inspection tag will be placed on inside of box and one in waterproof envelope on outside of box. For unboxed equipment the tags will be secured in such a manner as not to become mutilated or destroyed.

3. In determining the serviceability standards for ammunition to be shipped from European Theater to the Pacific Theaters and to the United States, instructions as outlined in the following technical manuals will apply:

TM 9-1990, Section VI and VII
TM 9-1985, Section II, paragraphs 6 and 7
TM 9-1981, Section II, paragraph 10-14
TM 9-1904, Section V, Chap. 1
Section VIII, Chap 1
Section II, paragraph 5 and 6
Chapter 4
Chapter 7
Section VI, Chap, 12, 13, & 14
Section VII, Chap. 1, 2, 3 & 5
TM 9-1900, Chapter 2, Section IV, paragraph 74-75
Chapter 2, Sec. V, paragraph 76-87
Chapter 3, Sec. III, para 121 & 127
Section VI, Paragraph 97 and 98
TM 9-2900, Section IV, Paragraph 25
TM 9-1980, Sec 1, II, III, IV, V and VII
OFSB 3-13
SB-9 AAA 2

Quartermaster

1. Mechanical items (mobile equipment, materials handling equipment, etc., other than laundry and dry cleaning equipment for fixed installations and fuels and lubricants equipment).

Items will be inspected by a competent maintenance officer for determination of serviceability. Serviceability will be determined by the inspecting officer, who will give careful consideration to the opinion of the using organization.

(1) If the inspection indicates that a 5th echelon overhaul will place the unit in combat serviceable condition, the unit will be considered as having sufficient value to justify its return to the United States for overhaul and return to troops.

(2) If the inspection indicates that 4th echelon or lower repairs will place the unit in combat serviceable condition, the repairs should be effected by local facilities and the unit considered as having sufficient value to justify its shipment to other theaters.



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2. Non-mechanical items (Clothing, Equipage and General Supplies).

Serviceability standards for non-mechanical items are contained in TB QM (number not assigned as yet) entitled Classification of Clothing and Equipage. Items classified as GS in accordance with the standards set forth therein will be considered suitable for shipment to the Pacific Theater of Operations. Items classified as Class B and Class X will not be considered suitable for shipment to the Pacific Theater. Such items will be disposed of as directed by the War Department.

3. Laundry and dry cleaning equipment for fixed installations.

a. For shipment to the Pacific Theater of Operations:

(1) No equipment will be shipped to the Pacific Theater which has been operated more than 60 months (at 8 hours per day), or 30 months (at 16 hours per day), or 20 months (at 24 hours per day), or which shows evidence of any of the following conditions:

(a) Rust or corrosion on polished surfaces or machined parts (such as press heads, extractor baskets, tumbler cylinders, etc.);

(b) Defective electrical motors;

(c) Any broken major casting; or

(d) Other obvious serious damage.

(2) Shipment may be made of equipment other than the above which can be repaired and placed in condition which will insure a reasonable expectancy of use in the Pacific Theater.

b. Return to the United States: No standards are established for the following reasons:

(1) Since metal washers and air operated presses are standards in the Zone of the Interior, the theater of operations type washers (wood shells and cylinders) and presses (hand operated) would be unsuitable for return; and

(2) Shortage of fixed laundry and dry cleaning equipment and manufacturing facilities therefor in the European Theater of Operations will in all probability require that all equipment of this type not needed in other theaters be allowed to remain in Europe.

4. Fuels and lubricants items.

a. Serviceability standards, including repaired items:

Drums, inflammable liquid, (gasoline) steel, with carrying handle, capacity 5 gallons--clean, free of rust, leak-proof, complete with plug gasket and plug keeper, paint in good condition;

Drums, inflammable liquid, steel, capacity, 55 gallons--clean, free of rust, leak-proof, complete with plug gasket and plug keeper, paint in good condition;

Pump, oil, barrel, motor oil dispensing, 1 quart, 15 to 60 gallon barrels or drums--must pump to capacity, must be complete.

Tube, flexible nozzle, can type--complete, clean, free of rust, forms tight seal in 5 gallon drum;



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Container, collapsible, all types, all sizes--must be leak-proof, all fittings and housings in serviceable condition;

Pump, gasoline, portable, gasoline engine driven, dispensing 100 GPM--must deliver 90% of rated capacity with all nozzles open. Each dispenser will be tested with hoses attached and nozzles closed, foot valve removed and suction end of suction hose plugged and all other valves open, to withstand an air pressure test of 15 lbs. per sq. inch for at least 30 minutes without a greater pressure drop than 3 pounds during test period.

Hose, gasoline, rubber-metal (all types and sizes)--only ship hose that can stand 50 lbs per sq. inch hydrostatic pressure;

Cleaner, drum portable, gasoline engine driven--ship if it will clean drum efficiently in the prescribed interval (ten 5 gallon containers per minute);

Twister, wire, bag tie, heavy spring return--ship if in working condition.

b. Items which may be shipped only if new or unused:

Gasket, filler plug, all types and sizes;
plugs, steel drum, all types;
Wire, bag tie double loop, 14 gauge, 7" long;
Tags, marking, all types;
Clips, marking tag, zinc plated.

Signal

1. This tab covers serviceable standards for prescribing conditions of equipment prior to shipment from European Theater of Operations to the Pacific Theater of Operations or to the United States.

2. Serviceable standards in effect are repair instructions. At the present time the only serviceable standards available are those for Telephone and Telegraph Equipment, Volume No. 1. The remaining parts will be forwarded as rapidly as they are completed by the Office, Chief Signal Officer in Zone of the Interior.

3. The method of processing this equipment is covered in Tab 11.



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TAB 11

Processing Standards for Overseas Shipments

"Army Air Force Procured Equipment and Special Purpose Vehicles". "The Director of Maintenance, ASC, will determine processing standards for items of Army Air Force procured equipment, and special purpose vehicles, for inclusion in future editions of this Tab."

Chemical Warfare

1. Items with packages and waterproofing in good condition and in accordance with the latest packing specifications, giving particular consideration to the 55-lb, weight limit required for certain items going to the Pacific Theater, may be shipped direct to the Pacific Theater.

2. Items which do not have packages and waterproofing in good condition or do not come within the 55-lb weight limit as specified for certain items, will be repackaged in the theater insofar as practicable and if approved by a qualified Chemical Warfare Service Inspector, may be shipped direct to Pacific Theater.

3. Equipment of category paragraph 2, which cannot be processed to meet inspection in the theater, will be returned to the United States to the extent of the quantities which are in excess of the continuing needs of the European Theater of Operations.

4. List of items to which the 55-lb, weight limit applies for the Pacific Theater is not furnished at this time as it is frequently revised to comply with theater requirements. The subject list can be furnished immediately upon request.

5. When specific packing specifications are not available, materials should be packed in accordance with Army-Navy General Specification for packaging and packing for Overseas Shipment, US Army Specification 100-14A (US Navy Specification 39-p16a).

Engineers

1. Items to be shipped to theaters continuing active.

a. Such items will be processed for overseas shipment in accordance with procedures outlined in TM 5-9711, "Instructions for preparation for Corps of Engineers Equipment for Export", and such Technical Bulletins as have been prepared for specific items. Such bulletins are in the TB 5 series, having numbers corresponding with those of the Technical Manuals covering the equipment, and are listed in TM 21-6.

2. Items to be returned to the US.

a. Such items should be processed in accordance with ordinary commercial standards for preparation of such equipment for export shipment.

Medical

1. Surgical, dental and veterinary instruments will be processed in accordance with one of the procedures outlined below, depending upon materials which may be available, before shipment to the Pacific Area or to the United States.

a. Process No.-1 - This process is extracted from Medical Department Tentative Specification No. 1708, Army Medical Purchasing Office, dated 15 May 1944:



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"C. MATERIAL AND WORKMANSHIP.

C-1. Material.

C-1a. Oil - Shall be a neutral, mobile, saturated, hydrocarbon oil, meeting the requirements of US Army Specification No. 3-273.

C-1b. Aluminum foil - Shall be fully annealed, free from mechanical and metallurgical defects, and shall contain not less than 99 per cent aluminum. The thickness of the foil shall be between 0.0006 and 0.008 inch.

C-1c. Envelope, heat sealing - Shall be a flat, laminated bag of transparent, heat sealing, regenerated cellulose, consisting of a sheet of 450 MSAT 84G, or equal laminated to another sheet of 450 MSAT 84G, or equal with 18 pounds (three-pound tolerance) per ream (24 x 36 inches - 500 sheets) of a permanently plastic, water vapor-resistant laminating agent.

"E. DETAIL REQUIREMENTS.

E-1. Procedure - The instruments shall first be thoroughly cleaned by the use of a neutral, chlorine-free, completely volatile, organic solvent, after which they shall be over-dried at a temperature of from 215 to 230 F. The following operations shall then be performed in the sequence given.

E-1a. Oiling - The cleaned and dried instruments shall be immersed in the oil described in paragraph C-1a, agitating intermittently to dislodge the air from the crevices, for a period of approximately five minutes. They shall then be removed from the oil bath and suspended to permit the drainage of excess oil.

E-1b. Wrapping - The aluminum foil shall be clamped between the opposing faces of the jaws and between ratchets, and small pieces shall be inserted in the interstices of those instruments having same (for example, in the toggle mechanism of double-action bone forceps). The instruments shall then be wrapped completely in the aluminum foil and the wrapping shall be firmly pressed against the instrument to insure contact over as much of the surface of the instrument as possible. On sharp pointed instruments, such as scissors, bisteuries, etc., the points may be covered with several folds of foil to prevent puncture of outer container. Careful wrapping and pressing of the aluminum foil in the blade area will result in excellent protection, and will not damage the instrument.

E-1c. Packaging - Each such foil-wrapped instrument shall be placed in an individual envelope, of the proper size indicated, described in paragraph C-1c, and shall be so heat-sealed as to form an air and water-tight closure.

E-1c.(1). Certain large instruments, (such as Balfour retractors, plaster shears, or obstetrical forceps) do not readily lend themselves to packaging in the specified envelope. Such instruments may be wrapped, over the aluminum foil, with either Grade A or C paper (as per US Army Specification No. 100-15) in lieu of the cellulose heat-sealed envelopes.

E-2. Marking of envelope - The envelopes shall be imprinted or marked with the following information, or it may be placed on a separate sheet of white paper and placed with the instrument in the bag so that it may be read through the transparent cellulose.

Item No.
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Name of Item
Do not open until ready for use
Clean before Sterilizing.

"F. METHODS OF INSPECTION, TESTS, ETC.

F-1. Examination for compliance with this specification.



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F-2. Integrity of seal after sealing, the bags shall be tested for air-tightness by hand compression."

b. Process No. 2 - The applicable process described in Section V and VI, Army Service Forces Manual M 406. "Corrosion Prevention, Processing and Packaging", dated 11 December 1943, may be used in lieu of Process No. 1, if materials are not available for Process No. 1.

2. X-Ray machines, laboratory equipment, dental equipment, physiotherapy equipment and hospital equipment, which is subject to rapid deterioration when exposed to the elements, will be processed in accordance with the method outlined in applicable portions of Section V and VI, Army Service Forces Manual M 406, "Corrosion Prevention, Processing and Packaging," dated 11 December 1943.

4. Marking will conform to the general regulations prescribed for movements of troops overseas, FOM (Second Edition), Section III, paragraph 12, which, if not available, should be requested from appropriate authorities.

5. In those instances where materials cannot be obtained to comply with the above described standards, methods will be improvised which will afford reasonable assurance that the articles will reach their destination in sound and usable condition.

6. Responsibilities. The Commanding Officers of medical units are responsible for:

a. Examining and turning back to medical supply channels, or otherwise disposing in accordance with applicable policies of those items not considered fit for transportation to another theater or to the US.

b. For effecting minor repairs to the maximum of his facilities.

c. For requisitioning replacement items as required.

d. For preparation of the items for shipment in accordance with the prescribed standards.

7. The experience of the Medical Department in the Desert Training Center has clearly demonstrated the practicability and advisability of having a special processing unit with specific functions, as follows:

a. Receive, sort, identify, classify and repair items as they are turned in and then forward them to the Distribution Depot System.

b. Furnish teams to assist units in the performance of the responsibilities outlined in paragraph 6, above.

Ordnance

1. Processing and packaging standards for shipment of Ordnance material from the European-North African Theaters of Operation to the Pacific Theater or to the United States will be as follows:

a. Equipment (including parts, accessories, auxiliary and organizational equipment) -- Index to "General Specifications for Processing, Packaging and Packing for Overseas Shipment Ordnance Major Items".

b. Ammunition - Processing -- Parts II of SNLs P, R, S and T.

- Packaging -- Ammunition which requires repacking before shipment will be packed according to one of the methods listed on drawings referred to in Parts II of SNLs P, R, S and T. Method selected will be the one most practical for use in the theater concerned.



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2. Marking for all Ordnance material to Pacific Theater and to the United States will be in accordance with instructions now in force given in "Requisitioning and Marking Supplies for Overseas Shipment (Marking Directive)", file reference AG 400.161 (5-19-43) OB-S-SPOT-M. The latest directives published by War Department on this subject will be used.

Quartermaster

1. Mechanical Items (Mobile Equipment, Materials Handling Equipment, etc., other than laundry and dry cleaning equipment for fixed installations and fuels and lubricants equipment.

. Complete processign specifications will be found in TB QM (now in process of publication).

2. Non-mechanical Items (Clothing, Equipage, General Supplies).

Existing packing and crating instructions are contained in OQMG Packing and Crating Requirements, CE-1.

3. Laundry and Dry Cleaning Equipment for fixed installations.

Standards will conform to Specification QM-1, dated 7 January 1944, Processing, Packing and Crating Laundry and Dry Cleaning Equipment for Fixed Installations for Overseas Shipment.

4. Fuels and Lubricants Items.

Drums, inflammable liquid (gasoline) steel, with carrying handle, capacity 5 gallons -- when shipped empty, ship in bundles of 5 strapped together with steel bands, all plugs to be wrench tight. If filled, ship as single items.

Drums, inflammable liquid, steel, capacity 55 gallons -- ship as single items when shipped full or empty, all plugs wrench tight.

Pump, oil, barrel, motor oil dispensing, 1 quart, 15 to 60 gallon barrels, or drums -- pack for overseas shipment as single items.

Pump, barrel, rotary, kerosene or gasoline, with six foot hose and nozzle -- pack for overseas shipment as single items.

Containers, collapsible, all types, all sizes -- must be folded and shipped in the same container in which they were shipped originally.

Hose, gasoline, rubber-metal (all types and sizes) -- coil, wrap in burlap before shipment.

Cleaner, drum, portable, gasoline engine driven -- pack for overseas shipment according to TM-5-9711.

Twister, wire, bag, tie, heavy spring return -- packaged in lots of 6.

Wire bag tie double loop, 14 gauge, 7" long -- shipped in rolls of 5,000 each.

Gasket, filler plug, all types and sizes ) in packages not
Plugs, steel drum, all types ) to exceed
Tags, marking, all types ) 100 pounds in
Clips, marking tag, zinc plated ) weight.



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Signal

1. Packing specifications are now being written for Signal Corps items, some of which have been completed, other specifications are being written for packing of selected components, parts and assemblies to be packed together in conjunction with the issuance of Procurement Issue Control Lists. Therefore, it is felt that it would be more effective to furnish packing information based on the equipment to be moved rather than to submit a wholesale group of packing specifications at this time, and to be subsequently revised. Furthermore, it may not be possible to obtain locally the packing material required; therefore it seems preferable to have list of equipment to be packed furnished to the War Dept. Based on this list the proper packing information will be furnished together with the necessary specifications.



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# AIRCRAFT REDEPLOYMENT MODIFICATION CHART

| A<br>TYPE OF AIRCRAFT * | B<br>NORMAL COMMUNICATIONS EQUIPMENT INSTALLATIONS for ETO and MTO | C<br>MODIFICATION REQUIRED ** for IB & CHINA | D<br>MODIFICATION REQUIRED ** for FEAF | E<br>MODIFICATION REQUIRED ** for POA | F<br>MODIFICATION REQUIRED ** for N P |
|---|---|---|---|---|---|
| B-17<br>B-24 | 1. SCR-522<br>2. SCR-274<br>3. SCR-287 (less TS-10)<br>4. SCR-211<br>5. SCR-269 G/ARR-7<br>6. SCR-695<br>7. SCR-578<br>8. AR/ARR-5<br>9. AR/ASA-( )<br>10. RC-36 (with AR-2b Amplifier) or AIC-2<br>T-30 Microphones<br>HS-33 Headsets<br>11. RC-103<br>12. RC-43/193<br>13. RC-32/198 (2 per A/C)<br>14. GEE<br>15. RCM ***<br>16. AR/AFB-15 (EZI) } 12 A/C per Sq and<br>17. SCR-718 (in EZI A/C) } 25% Reserve A/C | 1. Remove Group B parts GEE<br>2. Install Group B parts AR/AFB-4 or -9<br>3. Install one (1) bomb bay fuel tank | 1. Remove Group B parts GEE<br>2. Install Group B parts AR/AFB-4 or -9<br>3. Install SCR-718 (except when in EZI A/C)<br>4. Install TS-10 (for SCR-287)<br>5. Install one (1) bomb bay fuel tank | 1. Remove Group B parts GEE<br>2. Install Group B parts AR/AFB-4 or -9<br>3. Install SCR-718 (except when in EZI A/C)<br>4. Install one (1) bomb bay fuel tank | 1. Remove Group B parts GEE<br>2. Install Group B parts AR/AFB-4 or -9<br>3. Install AR/AFB-1<br>4. Install SCR-729 in EZI A/C only<br>5. Install TS-10 (for SCR-287)<br>6. Winterization<br>7. Install one (1) bomb bay fuel tank |
| B-25 | 1. SCR-522<br>2. SCR-274<br>3. SCR-287 (less TS-10)<br>4. SCR-211<br>5. SCR-269 G/ARR-7<br>6. SCR-695<br>7. SCR-578<br>8. AR/AFB-1<br>9. AR/ARR-5<br>10. AR/ASA-( )<br>11. RC-36 (with AR-2b Amplifier) or AIC-2<br>T-30 Microphones<br>HS-33 Headsets<br>12. RC-103<br>13. RC-43/193<br>14. RC-32/198 (2 per A/C) | 1. Install Simplified Permanent Oxygen System<br>2. Install AR/AFB-4 or -9 | 1. Install TS-10 for SCR-287<br>2. Install AR/AFB-4 or -9 | 1. Install AR/AFB-4 or -9 | 1. Install AR/AFB-4 or -9<br>2. Install TS-10 for SCR-287<br>3. Winterization |
| A-26 | 1. SCR-522<br>2. SCR-274<br>3. SCR-695<br>4. SCR-269 G/ARR-7<br>5. AR/ASA-( )<br>6. RC-32/198<br>7. RC-36<br>T-30 Microphones<br>HS-33 Headsets<br>8. RCM ***<br>9. GEE (Bomb Bose Type A/C only) | 1. Remove Group B parts GEE (Bomb Bose Type A/C only)<br>2. Install Group B parts AR/AFB-4 or -9 (Bomb Base Type A/C only)<br>3. Install Simplified Permanent Oxygen System | 1. Remove Group B parts GEE (Bomb Bose Type A/C only)<br>2. Install Group B parts AR/AFB-4 or -9 (Bomb Bose Type A/C only)<br>3. Install AR/ART-13 (for Ferrying only) | 1. Remove Group B parts GEE (Bomb Bose Type A/C only)<br>2. Install Group B parts AR/AFB-4 or -9 (Bomb Bose Type A/C only)<br>3. Install AR/ART-13 (for Ferrying only) | 1. Remove Group B parts GEE (Bomb Bose Type A/C only)<br>2. Install Group B parts AR/AFB-4 or -9 (Bomb Bose Type A/C only)<br>3. Winterization |
| P-38<br>P-47<br>P-51 | 1. SCR-522<br>T-30 Microphones<br>HS-33 Headsets<br>2. SCA-695 (except P-51)<br>3. AR/AFS-13<br>4. RC-1206<br>5. AR/AFB-1 **** | 1. Install SCR-695 in P-51 | 1. Install SCR-695 in P-51 | 1. Install SCR-695 in P-51 | 1. Install HS-38C in P-38<br>2. Install SCR-695 in P-51<br>3. Winterization |
| F-6 | 1. SCR-522 (2 per A/C)<br>2. RC-36<br>T-30 Microphones<br>HS-33 Headsets<br>3. RC-32/198 (2 per A/C)<br>4. AR/AFB-1<br>5. SCR-695<br>6. SCR-729<br>7. SCR-720<br>8. AR/AFB-13<br>9. AR/ASA-( )<br>10. RC-1206<br>11. AR/ARR-7 | 1. None | 1. Remove AR/AFB-1<br>2. Install SCR-718 | 1. None | 1. Winterization |
| F-5<br>F-6 | 1. SCR-522<br>T-30 Microphones<br>HS-33 Headsets<br>2. HS-38 C/ARR-7<br>3. SCR-695 (except F-6)<br>4. AR/AFB-13<br>5. RC-1206 | 1. Install SCR-695 in F-6 | 1. Install SCR-695 in F-6 | 1. Install SCR-695 in F-6 | 1. Winterization<br>2. Install SCR-695 in F-6 |
| Troop Carrier<br>C-46<br>C-47 | 1. SCR-522<br>2. SCR-274<br>3. SCR-287<br>4. SCR-211<br>5. SCR-269G/ARR-7<br>6. SCR-695<br>7. SCR-578 (2 per A/C)<br>8. SCR-717C (2 A/C per Sq)<br>9. AR/ARR-5<br>10. AR/AFB-1<br>11. AR/AFB-2<br>12. AR/ASA-( )<br>13. RC-103<br>14. RC-43/193<br>15. RC-36<br>T-17 Microphones<br>HS-33 Headsets<br>16. RC-32/198 (2 per A/C)<br>17. GEE<br>18. AR/AIA-1 | 1. Remove Group B parts GEE<br>2. Install Group B parts AR/AFB-4 or -9<br>3. Install HS-26C Compass in addition to SCR-269G<br>4. Install four (4) aux gas tanks in cabin | 1. Remove Group B parts GEE<br>2. Install Group B parts AR/AFB-4 or -9<br>3. Install HS-26C Compass in addition to SCR-269G<br>4. Install eight (8) aux gas tanks in cabin | 1. Remove Group B parts GEE<br>2. Install Group B parts AR/AFB-4 or -9<br>3. Install HS-26C Compass in addition to SCR-269G<br>4. Install eight (8) aux gas tanks in cabin | 1. Remove Group B parts GEE<br>2. Install Group B parts AR/AFB-4 or -9<br>3. Install HS-26C Compass in addition to SCR-269G<br>4. Install four (4) aux gas tanks in cabin<br>5. Winterization |
| L-5 | 1. AFT-112<br>T-17 Microphone<br>2. AFB-30<br>HS-33 Headsets<br>3. AR/ARR-13 | 1. None | 1. None | 1. None | 1. Winterization |

Notes

* All modifications required in redeployed Ferret, Air Sea Rescue, Staff or other special purpose aircraft and aircraft including special gas laying and radar bombing devices will be made on a special project basis.

** Modifications to be accomplished in ETO/MTO when aircraft are directly redeployed. When aircraft are redeployed DIRECT U.S. modification will be made in U.S. or elsewhere enroute, except in the case of Group B parts of GEE which are to be removed from all redeployed aircraft in ETO or MTO. All Sharps (AR/AFB-3), Rosebud (AR/AFB-19) and simultaneous bomb release equipments (AR/ARR-9 and AR/ARR-10) are to remain installed in redeployed A/C.

*** RCM: 3 Full and 2 Half-racks installed in B-17 and B-24 aircraft.
1 Full rack installed in A-26 aircraft.
No RCM equipment will be removed from aircraft when redeployment takes place. Test equipment and search receiver should accompany organizations; any other RCM equipment not issued but in storage shall be retained until such time as dispositions are issued from AC, AS for reshipment to other theatres.

**** AR/AFB-1 installed in Ninth Air Force P-38's to be removed when A/C redeployed.

Special Notes

1. All aircraft to be redeployed from ETO and MTO will have normal communications equipment installed in addition to required modifications in Columns C, D, E or F.
2. SCR-522 in A/C to be redeployed will be equipped with crystals for operation on 116.10 mc, 120.10 mc, 138.10 mc, and 131.40 mc to permit communication with control tower, airway and VHF/RF stations on Ferry routes.

Prepared by
LOGISTICS PLANNING BRANCH
Air Services Division
AC/AS, ASF

1 5 MAR 1945

Supersedes Charts Dated 16 Sept and 23 Oct 1944.

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:Auth: AFDMC :
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:Initials :
:Date 10 April 1944 :

HEADQUARTERS, ARMY AIR FORCES
WASHINGTON

AAF LTR (C) 55-3 10 April 1944

SUBJECT: Policies and Procedures for Redeployment of Army Air Forces

TO: Chief of Air Staff
Deputy Chiefs of Air Staff (1 each)
Assistant Chiefs of Air Staff (10 each)
Chiefs of Special Offices of Air Staff (1 each)
Commanding General, Air Transport Command (1)

1. The attached Memorandum has been approved by the Commanding General, AAF. It contains the AAF policy for implementation of JCS 521/5.

2. For your information and use.

By command of General ARNOLD:

BARNEY M. GILES
Major General, United States Army
Chief of Air Staff

1 Incl
Memo for CG/AAF, 7 Apr 1944
abv subj w/incl Tab A

OFFICIAL:

THOMAS A. FITZPATRICK
Colonel, AGD
Air Adjutant General

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HEADQUARTERS, ARMY AIR FORCES
WASHINGTON

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5 Pages
Page 1

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: Date: 15 Aug 1944 :

AAF LTR (C) 55-3

15 August 1944

SUBJECT: Policies and Procedures for Redeployment of Army Air Forces

TO: Chief of Air Staff
Deputy Chiefs of Air Staff (1 each)
Assistant Chiefs of Air Staff (10 each)
Chiefs of Special Offices of Air Staff (1 each)
Commanding General, Air Transport Command (1)

(This Letter supersedes AAF Letters (C) 55-3, 10 April 1944 and (C) 55-3A, 1 July 1944. The superseded letters will be destroyed by your office in accordance with Army Regulation 380-5.)

I. General

This letter contains the revised AAF policy approved by the Commanding General, AAF for implementation of JCS 521/6. It is directed that all agencies of the Air Staff conform with the policies and procedures contained herein.

II. Definition

E.T.O. includes Europe and Mediterranean Theaters.

III. Assumptions

1. Tactical units of the AAF will be deployed to the fullest extent practicable against Japan upon the defeat of Germany, and in so doing no demobilization of AAF units is contemplated.

2. The redeployment of AAF units will be in accordance with an approved plan. The deployment plan used as a basis for this study is contained in JCS 521/6. While this study has been based on the above plan, the recommended policies and procedures will be applicable to any approved plan which redeploys substantially all available Air Force Units.

3. Germany will be defeated on V day, the first day of V month, which for planning purposes has been assumed to be 1 October 1944. V day can be accurately forecast 30 days in advance.

4. Russian bases for operations against Japan will not be available to the U.S. Air Forces on V day.



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5. Northeast Asia bases for operations against Japan will not be available to the U.S. Forces on V day.

6. The highest priority in transportation will be assigned to the deployment of our forces against Japan. Consequently, shipping will not be available to provide rotation of Air Force ground personnel between ETO and the U.S. during the period of redeployment.

7. The necessity for maximum speed in redeployment to the Pacific areas and limitation of shipping and port facilities normally will require that ground echelons of combat units and service units will proceed direct from ETO to Pacific Areas without restaging in the U.S.

8. AAF units will have priority over Army ground force units in the transfer of forces from ETO to SE Asia and Pacific Theaters.

9. On V day, all theaters will have an approximate 50% reserve of U. E. aircraft and full authorized reserve of crews, except troop carrier which will have 25% reserve of U. E. aircraft and approximately 50% reserve of crews.

10. All types of combat aircraft can be flown from E.T.O. to C.B.I. Theater.

11. All types of HB's and MB's (B-25 and B-26) can be transported by air from European Theater to Pacific Theaters; LB's (A-20 and A-26) can, if required by the exigency of the situation or lack of deck loading space, be advanced by air from the European to the Pacific Theater. Fighters must be transported by water from the European Theater to the Pacific Theater.

12. Aircraft moving from ETO to C.B.I. will not be returned to the U.S. for reconditioning or modification.

13. Aircraft proceeding by air from ETO to the Pacific Theater can be prepared for movement in ETO but will have to be sent to the U.S. for required reconditioning or modification. Aircraft moving by surface vessel can be reconditioned and modified in ETO.

14. Aircraft and crews will be provided from those already in ETO to supply units being redeployed to CBI at U.E. plus 100% reserve, except A-26 and troop carrier. Garrison forces in Europe will be equipped with 50% reserve in aircraft and provided with 25% reserve in crews. Combat aircraft and crews being redeployed to the Pacific by air will proceed via the U.S. with such aircraft as are available. The build-up to U.E. and 50% reserve will be supplied in the U.S. Crews for which aircraft are not available will be provided with No. 1 priority for air transport from ETO to the U.S.



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15. The flow of aircraft and combat crews from the U.S. to the C.B.I. to supply attrition requirements will be modified by V day to the extent that aircraft are available to be sent to CBI from ETO.

16. The European and Mediterranean Theaters of operation will become one theater under unified command on or before V day.

17. The desired priority of arrival of combat units in Pacific areas will probably be:

a. Very heavy bombers
b. Long-range day fighters
c. Heavy bombers
d. Troop carriers (in ratio 1 gp to 4 other type combat groups)
e. Night fighters
f. Medium or light bombers
g. Photo recon
h. Tac. recon. (dependent on ground Forces movement from ETO)

18. Emphasis will be placed upon early redeployment of construction elements of service troops, establishment of depots and intermediate supply and maintenance establishments in the order named.

19. Approximately 75% of all first line combat aircraft in ETO on V day will become suitable for ultimate redeployment to combat theaters or for return to the U.S. for training purposes.

20. Combat groups will be redeployed at full T/O & E strengths, which will be VHB 30, HB 48; M&LB 64; Ftr 75; T/C 64; Recon Sq Tac/r 18; Ph & M 12; Night Ftr Sqd 12; Liaison 32, and reserves as indicated in Tab A.

IV. Policies

1. Types of units should flow to a given theater in the order requested by the theater commander concerned.

2. Priority of shipment as between theaters will be determined by this headquarters in conformance with over-all strategic plans.

3. Arrival of basic service units should precede that of combat units, initially, and thereafter be maintained in the general ratio outlined by AAF Regulation 65-1.

4. All air force personnel included in service units now deployed in 8th, 9th, 12th, and 15th Air Forces will be reorganized into standard units before being deployed. Non-standard units will be inactivated and formed into standard units. After V-30, and during the



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period of redeployment, any reorganization of service and combat units on other than T/Os standard as of V-30 will require the personal approval of the Chief of Air Staff.

5. Insofar as feasible, units that have been in the ETO the shortest length of time will be redeployed to the C.B.I. and Pacific combat areas. Units returned to the U.S. will be selected from those units that have been in the E.T.O. the longest length of time. The requirements for the forces of occupation will be drawn from the remainder.

6. All units of Army Air Forces being redeployed to combat areas will be re-equipped (except for aircraft which is covered separately) to the extent possible in the ETO to full T/O & E. Shortages in personnel and equipment of priority units will be supplied from stocks or from units in ETO. Prior to movement from ETO to combat areas all units will be subject to Air POM inspection. Any shortages in equipment for the occupational force will be supplied from the U.S.

7. Such Wing Headquarters, Division Headquarters and Air Force Headquarters as are not to be redeployed will be retained intact and maintained in a state of readiness for movement.

8. USTAF Headquarters will assume supervision and control over the reorganization and preparation of all AAF units to be redeployed from ETO to the Pacific and CBI Theaters and the U.S.

9. The Ninth Air Force Headquarters will assume responsibility for control over the Occupational Force. Personnel required to complete the organization of this headquarters will be withdrawn from other AF headquarters in ETO.

10. Considering the above policies, the requirements to maintain at the highest level the operating efficiency of the units concerned, and the physical qualifications of the individuals concerned, ground personnel will be reassigned and transferred among units so that, insofar as possible, units scheduled for direct redeployment will be composed of personnel having least time on foreign service; units scheduled for occupation force will be composed of personnel having intermediate time on foreign service; units or casual groups scheduled for return to U.S. for Strategic Reserve or reassignment will be composed of personnel having the most time on foreign service.

11. A 90-day wartime supply level will be attained and maintained in the ETO on and after V day, and excess supplies will be inventoried and disposed of in accordance with then existing regulations.



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12. Combat units destined for C.B.I. from ETO will be moved at unit equipment aircraft plus 100% reserve in aircraft and crews.

13. All types of aircraft, except liaison, will be flown from ETO to C.B.I.

14. Necessary action will be taken to accelerate rotation to Asiatic-Pacific Theaters. Consideration will be given to establishing rotation to ETO for the occupational force when and if necessary shipping can be made available.

15. Ground personnel attrition planning rate for ETO will be reduced immediately to that of Z/I. Overstrengths will not be kept in theater in anticipation of losses. Replacements will be requisitioned in the normal manner, and supplied by MOS, if available, otherwise in basic categories.

16. Personnel surplus to requirements for all units will be returned to U.S. as shipping is made available.

17. No gliders will be redeployed.

18. All air echelons will move under ATC control. (This to include movement to and from the U.S.)

V. Procedures

1. AC/AS, Plans will designate:

a. The number of combat units by type to be moved and to what theater they are to be assigned.

b. The priority of type units in such movements.

2. These combat units will be matched with appropriate service units.

3. A summary of the schedules of redeployment of combat units remaining in ETO Occupation Force, the movement of combat units from ETO to the Pacific Theaters and to U.S. Strategic Reserve, together with attendant re-equipment, transitional training and related problems are contained in Tab A.

By command of General ARNOLD:

HEADQUARTERS ARMY AIR FORCES
OFFICIAL
WAR DEPARTMENT

BARNEY M. GILES
Lieutenant General, United States Army
Chief of Air Staff

Tab A

DISTRIBUTION:
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TAB A

## HEAVY BOMBERS

B-24: Will have on 1 October in ETO 29½* groups. Ten (10) groups to CBI at 100% reserve in aircraft and crews; fourteen (14) groups flown to U.S. at U.E. for strategic reserve pending conversion to VHB. Reserve crews will be assigned from the U.S. to combat theaters. Two (2) squadrons will be flown to the U.S. for disposition. B-24 groups will be converted to VHB as availability of VHB aircraft permits. Five (5) groups to U.S. to be converted to VLR transports.

B-17: Will have on 1 October in ETO 33 groups. Five (5) groups remain in ETO for occupation forces at U.E. plus 50% reserve in aircraft and 25% in crews; eleven (11) groups to U.S. for the strategic reserve with remaining available aircraft (estimated at approximate U.E.); five (5) groups will go via the U.S. at 100% U.E. plus 50% reserve to North Pacific; six (6) groups will go via the U.S. at 100% U.E. plus 100% reserve to Central Pacific; six (6) groups will go via the U.S. at 100% U.E. plus 100% reserve to Southwest Pacific.

* Giving effect to conversion of 5 B-24 to 5 B-17 groups.

## MEDIUM AND LIGHT BOMBERS

B-26: Will have on 1 October eleven (11) groups in ETO. Three (3) groups will remain in ETO occupation force; five (5) groups to U.S. to receive A-26s and proceed - one (1) group to Southwest Pacific and four (4) groups to Central Pacific. Three (3) groups to U.S. for strategic reserve. These last three groups to fly back at U.E. if no other profitable disposition of aircraft to foreign countries is contemplated. These three groups to be converted to A-26 groups.

B-25: Will have on 1 October three (3) groups in ETO. These three groups go to the Pacific by air at U.E. via the U.S. - one (1) group to North Pacific and two (2) groups to Central Pacific. Reserve aircraft in ETO to be sent by air to CBI as attrition replacements.

A-20: Will have on 1 October three (3) groups in ETO. The aircraft will be disposed of to friendly countries. All units will be returned to U.S. by water to be transitioned to A-26 groups, one (1) group for Central Pacific and two (2) groups for strategic reserve.

A-26: Will have on 1 October one (1) group in ETO. This group will go to the CBI with all available aircraft and crews. If CBI requirements for this type of aircraft have been filled prior to V day, this group will be returned to the U.S. without aircraft, which will be sent to CBI.



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FIGHTERS

P-47: Will have on 1 October twenty-three (23) groups in ETO. Ten (10) groups remain in ETO for occupation forces. Six (6) groups to U.S. for the Strategic Reserve. Aircraft of these six (6) groups stay in ETO for attrition for occupation forces. Seven (7) groups to the Pacific by water to be re-equipped with P-51s from the U.S.

P-51: Will have on 1 October seventeen (17) groups in ETO. Four (4) groups to U.S. for the strategic reserve (by air if practicable at U.E. with aircraft suitable for training purposes). Two (2) groups to be flown to CBI with U.E. plus 100% reserve aircraft and crews. Eleven (11) groups to be shipped by water to the Pacific at U.E. Reserve aircraft and crews to be shipped from U.S. The aircraft remaining in the theater which can be made serviceable will be flown or shipped to CBI as attrition aircraft.

P-38: Will have on 1 October six (6) groups in ETO. One (1) group will be flown at U.E. strength to U.S. for the Strategic Reserve. Two (2) groups will be flown to CBI at U.E. plus 50% reserve. Three (3) groups will be shipped by water to the Pacific at U.E. Reserve aircraft and crews for these three (3) groups will be sent to the Pacific from U.S. The aircraft remaining in ETO will be flown or shipped to CBI as attrition aircraft for that theater.

TROOP CARRIER

C-47: Will have on 1 October seventeen (17) groups in ETO. Two (2) groups plus two (2) squadrons remain in ETO for occupation forces at U.E. plus 25% reserve aircraft and 100% reserve crews. Three (3) groups to U.S. by air at U.E. for the strategic reserve. One (1) group goes to CBI by air at U.E. plus 25% reserve in aircraft and 100% reserve crews. Eleven (11) groups, less three (3) squadrons will go to the Pacific by air via the U.S. with all flyable aircraft. The remaining one (1) squadron will go to the U.S. by air for disposition. The two (2) Air Transport Groups will remain in ETO for the occupation forces.

RECONNAISSANCE

Recon: Will have on 1 October six (6) groups in ETO. One (1) group to remain in ETO for Occupation forces at U.E. and 50% reserve in aircraft and crews. One (1) Composite group, consisting of two (2) Photo Recon squadrons, two (2) Tactical Recon squadrons, one (1) Photo Technical squadron, one (1) Photo Intelligence Detachment and one (1) Topographical Engineering Co. (AVN) will remain in ETO for occupation forces.



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NIGHT FIGHTER
(squadrons)

Will have on 1 October seven (7) squadrons in ETO., Four (4) squadrons remain in ETO for occupation forces. Three (3) squadrons will go to the Pacific by water with operational aircraft.

LIAISON
(squadrons)

Will have on 1 October seven (7) squadrons in ETO. Five (5) squadrons remain in ETO for occupation forces. One (1) squadron to be shipped to the Pacific. One (1) squadron to be shipped to CBI.

EMERGENCY RESCUE

Will have one (1) squadron on 1 October in ETO. This squadron will go to the Pacific by air via the U.S. at U.E.



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HEADQUARTERS, ARMY AIR FORCES
WASHINGTON

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:Date: 21 Aug 1944 :

AAF Ltr (C) 55-3A 21 August 1944

SUBJECT: Policies and Procedures for Redeployment of Army Air Forces

TO: Chief of Air Staff
Deputy Chiefs of Air Staff (1 each)
Assistant Chiefs of Air Staff (10 each)
Chiefs of Special Offices of Air Staff (1 each)
Commanding General, Air Transport Command (1)

AAF Ltr (C) 55-3, 15 August 1944, is amended as follows:

* * * * * *

IV. Policies

* * * * *

10. Considering the above policies, the requirements to maintain at highest level the operating efficiency of the units concerned and the physical qualifications of the individuals concerned, ground personnel will be reassigned and transferred among units so that, insofar as possible, units scheduled for direct redeployment will be composed of personnel having lowest relative eligibility for return to U.S.; units scheduled for occupation force will be composed of personnel having intermediate relative eligibility; units or casual groups scheduled for return to U.S. for Strategic Reserve or reassignment will be composed of personnel having highest relative eligibility.

* * * * * *

By command of General ARNOLD:

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BARNEY M. GILES
Lieutenant General, United States Army
Chief of Air Staff

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Auth: AFDMC
Initials: HHB
Date: 22 Aug 1944

AAF Ltr (C) 55-3B 22 August 1944

SUBJECT: Policies and Procedures for Redeployment of Army Air Forces

TO: Chief of Air Staff
Deputy Chiefs of Air Staff (1 each)
Assistant Chiefs of Air Staff (10 each)
Chiefs of Special Offices of Air Staff (1 each)
Commanding General, Air Transport Command (1)

Tab A, AAF Ltr (C) 55-3, 15 August 1944, is amended as follows:

* * * * *

TAB A

RECONNAISSANCE

Recon: Will have on 1 October six (6) groups in ETO. One (1) Composite Group, consisting of two (2) Photo Recon squadrons, two (2) Tactical Recon squadrons, one (1) Photo Technical squadron, one (1) Photo Intelligence Detachment and one (1) Topographical Engineering Co. (AVN) will remain in ETO for occupation forces. One (1) group to CBI by air at U.E. plus 100% reserve in aircraft and crews. Four (4) groups will proceed to the Pacific via the U.S. at U.E.

* * * * *

By command of General ARNOLD:

HEADQUARTERS ARMY AIR FORCES OFFICIAL WAR DEPARTMENT

BARNEY M. GILES
Lieutenant General, United States Army
Chief of Air Staff

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Redeployment - Requirements

7 March 1945

AC/AS, M&S, Logistics Planning Branch

AC/AS, Plans, Operational Plans Division ACG/mar/72538 2

1. For answer to 3 (a) and (b) reference is made to JCS 942/5 and 942/2.

2. Answers to 4 (a), (b), and (c), are as follows:

a. The mission of ATC will be relief and rehabilitation, trunk lines to aid in redeployment, the transportation of essential freight and personnel, etc. The mission of AACS and AAWS will be to support the operations of ATC and the OAF.

b. ATC and AACS will be independently operated. Although the decision with respect to AAWS is not yet final, it is likely that in view of its support of ATC, AAWS will also operate independently. In any event indications are that its level of supplies should be at least as great as at present.

c. Virtually the same as (a) above. ATC at present visualizes connections between twenty-five (25) of Europe's major cities covering practically all of the continent.

JOE L. LOUTZENHEISER
Brigadier General, USA
Chief, Operational Plans Division

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APDRS-3D

Redeployment - Requirements

AC/AS, Plans

3 March 1945

AC/AS,M&S, Logistics Planning Branch

-1-
Maj. J.T.Anderson/ss/72559

1. Reference is made to paragraph 6a(2)(b) AG 400 (30 Oct 44) OB-S-E-M "Annex "A" (WD Supply Plan for Period 1), dated 4 Nov 44.

2. In the proposed revision of letter cited above, all classes of supplies will be based on a 60-day level based on the Theater of Operations replacement factors or consumption rates for the occupational forces.

3. In order for the theater commander to compute his requirements for the occupational force, further information is desired:

a. What will be the mission of the occupational air force?
b. What will be the extent and nature of operations for the occupational forces in the occupied area?

(1) This information is necessary in order that AC/AS,M&S can determine the replacement factors (based on the severity of use of equipment) and consumption rates (based on the extent of activity of this force) that will apply to this force.

4. The theater commander is also charged with determining equipment and supply requirements in connection with continuing operations of the ATC, AACS Systems, and AAF Weather Service. The following information is desired:

a. What will be the mission of ATC, AACS, AAWS, after VE-Day?
b. Will any or all of these agencies be incorporated into the occupational air forces, or independently operated?
c. What will be the extent and nature of operations of ATC, AACS,AAFW Service in the theaters referred to in AG letter referred to in paragraph 1?

(1) This information is necessary in order that AC/AS, M&S can determine the replacement factors (based on the severity of use of equipment) and consumption rates (based on the extent of activities of these organizations) that will apply to these units.

P. E. HUESTON
Colonel, Air Corps
Redeployment Officer
AC/AS, Materiel & Services

COORDINATIONS:

APDRS-4 _____

M&S Control _____

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STATEMENT OF THE PROBLEM

How can maximum effectiveness of Army Air Forces units operating directly against Japan proper be obtained:

a. Prior to November 1, 1945?

b. Subsequent to November 1, 1945?

CONCLUSIONS

1. The problem does not resolve itself into a question of AAF capabilities, because a study of all factors which have a bearing on the issue reveals that a considerable augmentation of air effort is not only possible but desirable from an AAF point of view. In actuality, AAF capabilities of accelerating its operations against Japan proper are limited by factors over which the AAF have no control; i.e., the time element involved, the existing War Department demobilization and separation policy, the logistic implications arising from allocation of priorities incident to directed operations, and the present divided theater command organization.

2. We are capable of increasing the effectiveness of air units deployed against Japan by approximately one-fifth for very heavy bombers, one-fourth for heavy bombers, and one-third for other combat types provided that action is taken outside the Air Forces to:

a. Provide the necessary shipping and logistical support arising from the accelerated rate of operations.

b. Adjust or curtail such activities as the Green project, Occupational Air Force, and strategic reserve that are not contributing directly to the war against Japan and from which personnel must be secured.

c. Modify the existing War Department demobilization and separation policies so that personnel necessary for the prosecution of the war against Japan will not be lost by this means.

d. Establish sufficiently high priorities for air and water shipments to permit the movement of the large numbers of Air Forces personnel concerned.

e. Adjust the command organization in the Pacific to consolidate the Air Component under one command and give it a status equal to that of the Army and Naval forces involved.

3. There are sufficient bombs, gasoline, aircraft, and personnel resources to sustain an accelerated rate of operation in the Pacific through but not beyond December 1946.

4. The increase in unit effectiveness is achieved by:

a. Increasing the number of crews per U.E. as follows:



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| | | |
|---|---|---|
| B-29 | -3 | crews per U.E. aircraft |
| B-24 | -2⅔ | " " " " |
| B-25 and A-26 | -2 | " " " " |
| Fighter | -2 | " " " " |
| VLR Fighter | -2½ | " " " " |

b. Increasing the planned sortie rate.

c. Augmenting theater maintenance personnel in certain critical categories.

The above number of crews per U.E. aircraft is the maximum that can be utilized efficiently without inhibiting unit operational effectiveness by creating a "dead load" of excess crews on hand from which there is no tangible operational return.

5. The Joint Target Group indicates that the total tonnages of bombs and other effort required to reduce Japan is within the capability of the existing Air Forces program which is now being prosecuted.

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Tab A

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PROBLEM

How can maximum effectiveness of AAF units operating directly against Japan proper be obtained:

a. Prior to November 1, 1945?

b. Subsequent to November 1, 1945?

FACTS

1. The following numbers and types of units comprise the currently planned AAF deployment in the Pacific up to November 1:

| | |
|---|---|
| B-29 | 29 groups |
| B-32 | 1 group |
| B-24 | 9 groups, 1 squadron (incl —LAB squadrons) |
| B-25 | 3 groups, 3 squadrons |
| A-26 | 5 groups |
| A-20 | 1 group |
| P-38 | 5 groups |
| P-47 | 12 groups |
| P-51 | 5 groups, 1 squadron |
| P-61 | 8 squadrons |
| C-46/47 | 9 groups, 1 squadron |
| Air Commando | 1 group |
| Combat Cargo | 1 group |
| Rec (all types) | 3 groups, 7 squadrons |

2. Of the above units, the following will directly or strategically contribute to the November 1 invasion:

| | |
|---|---|
| B-29 | 29 groups |
| B-32 | 1 group |
| B-24 | 8 groups |
| B-25 | 3 groups, 1 squadron |
| A-26 | 5 groups |
| A-20 | 1 group |
| P-38 ) | |
| P-47 ) | 18 groups (incl all VLR & fighters on Iwo Jima) |
| P-51 ) | |
| P-61 | 7 squadrons |
| C-46/47 | 3 groups |

3. Land masses under our control within effective range of Japan proper presently impose serious limitations on available airbase sites, thus giving rise to competition between using forces.

4. Considerable AAF resources are now obligated to projects not contributing directly to the prosecution of the war against Japan proper; to wit, Occupational Air Force, Green project, separation from the service of military personnel, augmentation of the "hump" lift, establishment of strategic reserve units.

5. Port and handling facilities and service personnel presently available



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to the AAF in the Pacific are inadequate to properly support current operations and any increase in operating rates will further aggravate this situation.

6. Current AAF operations in the Pacific require an immediate augmentation of ATC lift from the ZI to the theater which involves increases in ATC Pacific troop basis, aircraft, and additional route facilities.

7. Substantial cutbacks of aircraft production schedules have already been effected and widely publicized. Any upward revision will require additional appropriations.

8. One B-29 based on Okinawa represents the striking power of approximately four B-24's or B-17's similarly based.

9. One B-29 based on Okinawa represents the striking power of approximately 2.5 B-29's based in the Marianas. Okinawa based B-29 groups should be accorded first priority in any augmentation.

10. The present command organization for the Pacific is not conducive to the most effective utilization of available resources.

11. The continued support of the nation in the war against Japan is a military necessity prescribed by War Department policy. This involves the operation of a just and effective separation policy as well as the maintenance of the required military strength by means of a continued selective service intake.

12. Present Troop Basis requirements and limitations do not provide any excess in personnel which can be committed to acceleration of the Pacific war without a corresponding reduction elsewhere. All personnel now in the Army Air Forces plus all available Selective Service intake are committed to present schedules of unit deployment and/or personnel readjustment (demobilization) brought about subsequent to VE Day.

ASSUMPTIONS

1. The currently planned deployment of AAF units to the Pacific prior to 1 November is necessary.

2. The Joint Chiefs of Staff will approve the proposed substitution of 220 RAF Lancasters for the seven AAF B-17 groups currently scheduled for deployment to the Pacific.

3. Based on the preceding assumption, the following deployment of AAF and RAF units will be effected by March 31, 1946:

| | | | |
|---|---|---|---|
| B-29 | 41 groups | P-80 | 4 groups |
| B-32 | 1 group | P-38 | 1 group |
| B-24 | 9 groups, 1 squadron | P-47 | 18 groups, 1 squadron |
| B-25 | 3 groups, 3 squadrons | P-51 | 11 groups, 1 squadron |
| A-26 | 10 groups | P-61 | 10 squadrons |
| A-20 | 1 group | C-46/47 | 14 groups, 3 squadrons |
| | | Air Comm. | 1 group |
| | | Combat Cargo | 1 group |
| | | Rec (all types) | 5 groups, 34 squadrons |
| | | Lancaster | 10 squadrons |



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4. Additional invasions of the Japanese homeland subsequent to November 1 may be required.

5. The following will directly or strategically contribute to the additional invasions referred to above.

| | | |
|---|---|---|
| B-29 | - | 41 |
| B-32 | - | 1 |
| B-24 | - | 8/1 |
| B-25 | - | 3/3 |
| A-26 | - | 7 |
| A-20 | - | 1 |
| P-47 | - | 18/1 |
| P-80 | - | 4 |
| P-38 | - | - |
| P-51 | - | 8/1 |
| P-61 | - | 10 |
| C-46/47 | - | 4/34 |
| Rec. (all types) | - | 12/3 |
| Lancaster | - | 10 sqdns |

6. The employment of AAF units up to November 1 is for the purpose of providing the maximum benefit to the November 1 invasion and in addition provide a suitable prelude to future operations against Japan.

7. The Japanese war will be over by December 31, 1946 and plans predicated upon shrinking the AAF training structure, pipelines and unit reserves by this date are warranted.

8. No upward revision of aircraft production schedules will be authorized.

9. Currently planned tempo of operations against Japan can be increased for a limited period of time by augmenting the strength in aircraft and crews of the units involved.

Based on the above assumption, the following new planning factors are adopted for application to units directly employed against the Japanese mainland:

| | B-29 Marianas | B-29 Ryukyus | B-24 | B-25 A-26 | Fighters | VLR Ftrs |
|---|---|---|---|---|---|---|
| 1. Unit Equipment per squadron | 8 | 8 | 12 | 16 | 25 | 25 |
| 2. Crews per U.E. | 3.0 | 3.0 | 2.5 | 2.0 | 2.0 | 2.5 |
| 3. Sorties per U.E. per month | 12 | 18 | 16 | 16 | 24 | 13 |
| 4. Aircraft loss rate per sortie | 1.5% | 2.0% | 1.6% | 1.5% | 1.1% | 1.4% |
| 5. Aircraft loss rate per month | 18% | 36% | 25% | 24% | 26% | 18% |
| 6. Crew loss rate per sortie | 1.1% | 1.1% | 0.9% | 0.8% | 0.7% | 1.1% |
| 7. Crew loss rate per month | 13% | 20% | 15% | 13% | 17% | 15% |
| 8. Missions in tour of duty | 35 | 40 | 50 | 60 | 70 | 40 |
| 9. Chance of loss on tour | 32% | 36% | 36% | 38% | 39% | 36% |
| 10. Crew retirements per month | 27% | 36% | 25% | 22% | 28% | 25% |
| 11. Total crew replacement rate | 40% | 56% | 40% | 35% | 45% | 40% |
| 12. Average hours per sortie | 15 | 8 | 8 | 5 | 4 | 7.0 |
| 13. Average hours per month per asgd crew | 60 | 48 | 51 | 40 | 48 | 36 |
| 14. Percent asgd crews available | 80% | 80% | 80% | 80% | 80% | 80% |
| 15. Avg hrs. per mo. per avail. crew | 75 | 60 | 64 | 50 | 60 | 45 |

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10. The requirement for maximum effective employment of AAF units operating against Japan proper will be a continuing one through December 1946.

11. All crews returned from Europe who have completed less than half a normal combat tour will be considered available for immediate redeployment to the Pacific as crews.

DISCUSSION

To produce the maximum effectiveness in AAF units operating directly against Japan proper, consideration must be given to the time element involved in certain operational commitments. This discussion, therefore, will resolve itself into a treatment of the problem in two time phases; i.e., the period prior to November 1, 1945, and the period subsequent to that date.

PERIOD PRIOR TO NOVEMBER 1, 1945

1. Time limits and effect. In view of the limited time remaining between now and November 1, 1945, any action which can be taken to increase the effectiveness of AAF units prior to that date must necessarily be of a cursory nature. For this purpose, any action to produce the required augmentation by the involved process of increasing the training establishment will be of little value, since the effect of the increased output cannot be brought to bear until well after the critical date. It follows, therefore, that any increase in effectiveness in deployed units that is desired before November 1 must be achieved by a judicious utilization of aircraft and crew resources immediately available.

2. Balance between augmentation and logistical support. It is obvious that any increase in the operating rates of Air Force units arising from any augmentation will require increased logistic and other support. It is equally obvious that augmentation of operating units in aircraft and crews beyond a certain critical point will create inefficiencies and loss in unit effectiveness due to the additional overhead required. It follows, therefore, that a careful balance must be achieved between the extent of any augmentation, the possibility of utilizing effectively the augmentation, and the ability to sustain the augmented strength without overtaxing the available logistic and service support. The foregoing is especially critical as applied to augmentations prior to November 1, since all logistic and service support which will be available by that date has already been committed and earmarked for a specific use.

3. Aircraft and crews immediately available. As a result of the end of the European war and the attendant increased availabilities in aircraft and crews, certain of the augmentation requirements in the Pacific can be met without delay. Insofar as aircraft and crews for heavy, medium and light bombardment, and fighters are concerned; there are now available adequate quantities to augment the deployed units in these categories. Because of the limited period of time involved, the requirement for increased support of the augmented strength is not material.

4. B-29 augmentation. The B-29 aircraft and crew requirements is a subject of continuing study in this Headquarters. Aircraft availabilities present no immediate problem because, to date, production has exceeded our capacity to absorb the aircraft in combat units and in training. The greater operational use of the B-29 airplane and its increased operational efficiency has led to crew requirements higher than originally anticipated. This fact has been recognized and action has already been taken to accelerate crew availabilities



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to meet the increased requirements arising from the accelerated operating rate. The requirement for three crews per U.E. aircraft and a resultant higher planned rate of operations is recognized. It appears feasible to support the B-29 units to be deployed prior to November 1 at the accelerated rate.

5. Augmentation of ATC Pacific lift. The Air Forces in the Pacific require in their current operations more ATC lift than is now available. Any augmentation of AAF units in the Pacific will require additional ATC facilities. The Air Transport Command has submitted to this Headquarters its requirements to expand its Pacific facilities. Included in these requirements are increases in the ATC Pacific Division troop basis to the extent of 17,338 personnel, and 75 additional C-54 aircraft during the balance of 1945. The requirement of ATC must be satisfied without delay in order to provide, among other things, the necessary means of transporting the additional crews involved in the augmentation of combat units, and to permit the flight delivery of larger numbers of combat aircraft.

6. Airbase development in the theater. The present airbase development plan in the Ryukyus has been firmly established by CINCPAC and CINCAFPAC, and all available engineers are committed to a construction program designed primarily to meet the requirements of the November 1 invasion. This base development program includes provision of airbases for eight B-29 groups of the Eighth Air Force. The natural limitations imposed by geography and availability of construction and service troops preclude the possibility of any revision in the deployment schedule of AAF units insofar as the Ryukyus are concerned.

7. Logistical implications. Present commitments are firm and in the process of execution. There is insufficient time between now and November 1, 1945 to permit any major changes in the execution of the logistical plan.

PERIOD SUBSEQUENT TO NOVEMBER 1, 1945

1. Prospects of a long term effort. It is entirely possible that the effects achieved by the acceleration of air operations contemplated herein, in addition to the psychological and military impact of the actual invasion on November 1, 1945, will precipitate the crisis essential for Japanese capitulation. In the event, however, that such an eventuality is not forthcoming, it is necessary to predicate our thought and action upon the accepted premise that the war will extend through, but not beyond, December 31, 1946. The implications of a long term effort are reflected in aircraft and crew availabilities, personnel requirements and availabilities, logistical factors, deterioration in enemy capacity to resist, command organization in the theater, and related items. Each of the affected factors are treated in the following discussion, and an overall quantitive analysis is made of the extent of the maximum obtainable increase in operational effectiveness of the units concerned.

2. Planning factors. Careful analysis of experience in attrition and operating factors garnered through three and one-half years of war experience reveals that over long periods of sustained operations certain basic and stable factors apply. Application of the potential represented by the augmentation of combat echelons in the Pacific is reflected in higher planning factors than could normally be accepted. The planning factors contained in this paper represent a considerable increase in effort over that previously anticipated. This should be reflected in a greater operational effort on the part of the units concerned but whether these rates can be sustained remains problematical. Certain savings can be expected from a decrease in the quality and quantity of enemy air opposition in the near future. Any savings resulting from a reduction



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in enemy opposition will be reflected in an ability to sustain accelerated operations for a longer period of time.

Activity rates for this study are predicated upon the maximum operating rates which are believed obtainable. Sortie rates are fixed at the highest levels which have ever been attained throughout a period of one month in any theater. The average length of sortie anticipated, however, is greater than at those times when peak activity was attained; and the total operational hours per group per month implicit in the new planning factors are substantially in excess of any rates previously attained. For heavy bombers the planned operational hours per month are about one-third greater than has ever been attained in sustained operations, and about one-fourth greater than the peak individual month's experience. For medium and light bombers the planned rates are almost one-half greater than the maximum level that has been attained in sustained operations, and for fighters the planned rate is about two-third greater.

Crew replacement rates are based upon analysis of past experience as to loss rates per sortie plus provision for rotation based upon a two to one chance of return. Numbers of crews required per UE airplane are based on the number of hours of combat flying required per month per available crew in order to sustain the above maximum operating rates. At three crews per unit equipment airplane, B-29 crews available will fly 75 combat hours per month on long missions from the Marianas or 60 combat hours per month from the Ryukyus. Available B-24 crews, at two and one-half crews per unit equipment airplane, will fly 60 hours per month or 48 hours per month for assigned crews. With two crews per unit equipment airplane, medium and light bombardment will fly 50 combat hours per month, and available fighter pilots 60 hours per month with the exception of VLR.- The latter will fly 45 hours per month if two and one-half crews per unit equipment airplane are furnished, which is considered to be sufficient in view of the arduous nature of their missions. It is not believed that more crews per unit equipment airplane can be effectively used than are provided under these factors. If it proves impossible to sustain this rate of operations due to limitations imposed by logistics, maintenance, and so forth, fewer crews per unit equipment airplane will be required. Any further increase in operating rates will create a requirement for a general augmentation of all categories of maintenance and service personnel, and surplus crews on hand would inhibit rather than enhance the operating efficiency of the units concerned.

3. Analysis of crew requirements. Revised planning factors, providing for increased operating rates, result in the following increased crew requirements:

a. B-29 increased requirements are limited to the early months in which units are built up to 3 crews per unit equipment aircraft. Reduced loss rates per sortie result in an ultimate crew production requirement approximately equal to those presently scheduled. The increase in the early months can be met by continuing the ten weeks training course until January 1945, and no additional training facilities will be required.

b. B-24 requirements can be met partially by shipping surplus crews now held in continuation training, and by recommitting to combat without further training crews being returned from Europe who have completed less than half a combat tour. The balance of the requirement can be met through increased production which will require one additional station immediately and another in December 1945.

c. B-25 requirements can be met in the same manner as the B-24 with



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the addition of one station immediately.

d. A-26 requirements can be met with production from present facilities for the balance of 1945, with one additional station required in January 1946.

e. Fighter requirements are increased materially in the later months.

(1) P-38 and P-51 requirements can be met without any increase in the presently scheduled facilities.

(2) P-47 and P-80 requirements, although greatly increased, can be met initially by shipping surplus crews now held in continuation training, recommitting to combat without further training crews to be returned from Europe who have completed less than half a combat tour, and by recommitting after a short combat crew training course certain returnees who have already been in the zone of interior for a considerable length of time. The balance of requirements can be met by an expansion of training facilities beginning in December 1945, and increasing to a total of 12 additional training stations by March 1946.

4. Analysis of aircraft requirements. Current aircraft production schedules, appropriation of funds therefore, and the national economy have all been geared to requirements calculated at staff planning rates which are substantially lower than the maximum rates *now* contemplated. In view of the magnitude of the post VE adjustment in aircraft production now in process, it is not deemed politically or economically feasible to request appropriation of additional funds or require major alteration of existing industrial plans in order to secure additional aircraft production. Acceleration of operations can be achieved as far as aircraft are concerned by a complete and careful utilization of existing aircraft inventory plus new production currently scheduled. Major implications of such utilization are:

1. Disposal of existing inventories of standard models must stop. Practically the entire inventory of fighters in Europe, with the exception of the number needed by the Occupational Air Force, must be returned to this country and overhauled for reuse.

2. Aircraft now scheduled for P-47 and P-51 strategic reserve units must be made available to combat units and training.

3. The newer medium and light bomb and fighter aircraft now in training inventory must be withdrawn for reconditioning, and older articles substituted therefor.

4. Flexibility in scheduling deployment of units by model aircraft must be attained to permit:

(a) Delaying conversions in the theater from older existing models to newer models when availabilities are critical,

(b) Substitution of models which are available for those which are critical. For instance, a surplus of 1500 B-17's is in prospect. It may be necessary late in 1946 to use part of these to equip units now scheduled for B-24, B-25 or A-26. Personnel and other implications of such an eventuality cannot be accurately assessed now.

The spear-head of the air offensive against Japan will be the B-29. The



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established efficiency and high operating capacity of this airplane compared to all other models constitutes it as the most potent weapon the Air Forces can bring to bear on the enemy. Existing inventory and currently scheduled production are adequate to carry out the role of the B-29 in the contemplated maximum effort.

By conservation of existing aircraft inventories for utilization against Japan as indicated herein, aircraft production to 31 December 1946 as now programmed will be adequate to meet the overall requirements. However, no further disposition of usable combat aircraft may be permitted, and manpower and facilities must be made available to return and recondition practically all combat aircraft in Europe except those assigned the Occupational Air Force.

5. Implications of critical logistic factors:

a. Bombs

(1) Incendiary.

(a) With the increase of two sorties per UE aircraft per month, incendiary bomb production will support 50% of the total B-29 sorties through April 1946 and thereafter arrivals in the theaters will be that quantity sufficient to fly 40% of the total B-29 sorties with incendiaries. This, however, is based on the fact that there will be no stock pile in the theater. In making the calculations reflected above, all production of incendiaries (maximum 66,940 tons per month) is allocated to the XX Air Force. Production of other types of incendiaries will amount to 1,695 tons per month and represents the total amount available to all air arms. Components for belly tank fire bombs are not considered in the above calculations and will be available to all air arms in accordance with current planning.

(2) High explosive.

(a) Sufficient tonnage of HE bombs (without regard to pattern) is or will be available for shipment to the active Pacific areas to support the contemplated augmented operational rates, including necessary stock pile in the theater and to cover the incendiary deficiency which will begin in May, 1946. Exact determination of effect on presently prescribed pattern can be made only through detailed study of availability by type and of possible production changes. It is considered that this determination would be at best inaccurate because future patterns have not been crystalized, and anticipated changes would modify any present calculations.

(b) Availability of these bombs in the theater, ready for use, is contingent upon requisitions by theater commanders and the ability to transport it to the theater. At present, since sufficient priority has not been given to the construction of storage areas and unloading facilities, the theater commanders are not requisitioning because of their inability to receive. Storage of HE bombs in the theater is considered to be of utmost importance for the following reasons:

1. To afford some selectivity for particular missions in order to make such missions most effective against the particular target.



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2. To offset heavy demands for HE bombs which are not contained in present planning such as preinvasion tactical bombing when all airplanes are temporarily assigned to tactical missions with tactical type HE bombs. This can be expected at the outset of any invasion.

3. To offset unavoidable changes and delays in the pipeline and changes in pattern.

(c) Total aircraft ammunition, including HE and incendiary, storage presently authorized in the Marianas by the theater Commander is limited to 150,000 tons, which is less than that required for the present program. For HE bombs for strategic usage only under the augmented plan this storage should be 160,000 tons in September, 178,000 tons in October, 187,000 tons in November thru March, and 225,000 tons thereafter. To provide for possible tactical or special bombing, such as Tallboys, mines, etc., an additional 40,000 tons of storage is required. Since shipments of ammunition must be requisitioned 90 to 120 days prior to desired date of receipt, it is vital that storage space to accommodate the above tonnages be approved, and priorities established to provide same.

b. Gasoline

(1) Any accelerated operation will increase gasoline consumption in the forward areas. This applies specifically to the Ryukyu-Mariana area and for subsequent operations from bases north of these locations. Operations at the augmented planning rates will require approximately 16% additional aviation gasoline.

(2) A study of petroleum facilities in the Pacific (ANPB 61/2) in collaboration with representatives of the Commander-in-Chief USAF Pacific and Commander-in-Chief Pacific Fleet was completed in Washington 8 June 1945. This study concluded that:

(a) The principal limiting factor in meeting Pacific requirements is tanker availability.

(b) Planning of petroleum facilities within the Pacific Theater should be carried out to allow the most efficient possible handling of tankers and the greatest possible flexibility in handling of petroleum products within a given area once these products are discharged.

(3) The contemplated tankage was based on sustaining a six day turnaround of tankers, and provides for an aviation fuel stock level of approximately 25 days in the Philippines, Marianas, Ryukyus, and approximately 20 days for support of the November 1, 1945 and subsequent invasions.

(4) This tankage was projected on the present stated requirements furnished by the theater representatives and the Long Range Estimate of 1 May 1945. It is the maximum volume that can be installed without a corresponding reduction in other planning construction projects, and is the minimum volume required for a six day tanker turnaround.



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(5) Any increase in consumption will entail a lower level of supply ashore, more rapid turn-over of stocks, and a corresponding increase in the number of supply tankers. The tanker Programming Group, which recently completed its studies, indicates the following world-wide tanker situation. The first column reflects the tanker position based on foreseen availability of supplies, and the second column on the basis of ignoring product deficits and meeting requirements regardless of availability of supplies:

| Period | Tanker Surplus and (Deficit) Col. 1 | Col. 2 |
|---|---|---|
| 3rd Quarter, 1945 | 14 | (54) |
| 4th Quarter, 1945 | 14 | (104) |
| 1st Quarter, 1946 | 14 | (110) |
| 2nd Quarter, 1946 | (100) | (204) |
| Last Half, 1946 | (80) | (257) |

The above tanker calculations include all presently authorized future construction, also the availability of the Swedish tanker fleet of approximately 30 vessels and an estimated 10 German tankers.

(6) There will be available a sufficient volume of aviation fuel and oils to meet the contemplated accelerated operational rate. However, as indicated above, there will be a delicate balance based on current estimates of petroleum supplies for 3rd and 4th quarter of 1945 and 1st quarter of 1946, and a deficit beginning 2nd quarter of 1946. If total fuel requirements are met, the tanker deficit begins in 3rd quarter 1945.

c. Shipping

(1) On troop shipping, estimated requirements will create by the end of 1945 a joint cumulative deficit amounting to 422,000 spaces. The extra personnel required to achieve the accelerated rate of operation, can be moved only if sufficient priority is established.

(2) Cargo shipping continues to be critical. The true limiting factor is, however, the theater reception capacity. Again, the additional cargo requirements created by the augmentation of air effort can be moved provided the theater will direct its movement within reception limitations.

d. R-29 engines. The accelerated rate of operations will ultimately require approximately an additional 525 R-3350 engines per month. Engine production can be increased as of this date, utilizing present facilities, by 100 engines per month. An additional increase of 200 engines per month is possible by December 1945. This amounts to a total increase of 300 additional engines per month from present available production facilities, and is believed to be the maximum attainable. The additional requirement of approximately 225 engines per month must be obtained by expediting overhaul procedure and decreasing the transit time between the U. S. and the theater.

e. Priorities. It is determined that there exists a potential sufficiency of aviation fuel and oil, aircraft ammunition, supplies and equipment, and transportation for movement to the Pacific, to initiate and support the accelerated rate of operations. To accomplish this acceleration



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it will require a decision from higher authority to direct the logistic support of the Army Air Force units involved at the expense of other planned Army, Navy and Marine programs. This decision must involve the establishment of priority in the development of theater receiving capabilities, such as port capacities, and storage facilities especially for aircraft ammunition and aviation fuel. A similar establishment of priority will be necessary in the assignment of engineer and construction troops.

6. Manpower implications:

a. Manpower planning for the Augmented air effort is based on the assumption that the Japanese war will end on December 31, 1946. The training structure will have been folded in and reduced to post war size, and all combat crew training station crews and instructors will have reached the theater.

b. In considering the availability of manpower to meet the requirements, the projected cumulative shortage of the Air Forces as of December 1945 is approximately 83,000. This assumes that the currently scheduled intake of 113,000 during the period will be met. This situation is not new, however, and is not entirely brought about by the contemplated acceleration. As the overall plan contemplates the use in the Pacific of aircraft originally scheduled for the strategic reserve, personnel originally intended for the strategic reserve have also been counted as available for the purposes of this study.

c. The augmented crew requirements can be met in all instances without reduction of activities other than the Strategic Reserve and the folding in of the training structure. The chief implication to be noted is that it involves the commitment to a second tour of practically all ETO operator returnees, and more than 52% and 61% of returnee Navigators and Bombardiers, respectively. Here again, this reuse of veterans is not brought about solely by the presently contemplated acceleration. The chief effect of such acceleration is that the recommitment date is moved up some four months.

d. The present requirement in the Pacific exceeds the lift now available. An augmentation of 17,338 personnel has been requested by ATC to meet current needs. This augmentation has been included as a requirement in this study.

e. Certain activities now being conducted do not contribute directly toward the war effort against the Japanese and their reduction or curtailment might be directed toward reducing the cumulative personnel shortage. Such activities include:

(1) Demobilization and separations:

(a) The War Department is committed to a program of partial demobilization. The AAF share in this army-wide reduction of overall strength is greater than the AAF troop basis reduction. Hence, the maintenance of strength is dependent upon a new intake equal to the difference between the demobilization loss and the AAF strength reduction.

(b) The separation policy of the AAF provides for the release



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of eligible personnel as replacements are made available by training and absorption of new intake.

(c) Present plans contemplate the separation of 115,000 individuals by December 1945.

(d) Deferment of separations schedules to meet exigencies in the military situation must necessarily be fully explained and substantiated to avoid adverse reaction from the public.

(2) The Occupational Air Force:

The Occupational Air Force will ultimately consist of 104,880 personnel. A portion of this personnel would require limited training prior to full utilization in the Pacific.

(3) The Green Project:

30,000 AAF personnel are now committed to providing an additional 38,000 monthly air lift from Europe. Priority on this lift is given to army-wide personnel most eligible for separation. This effort could be devoted for a short period of time to the exclusive return of Air Force personnel eligible either for redeployment to the Pacific or for replacement of deployable personnel now in continental structures.

(4) The ATC "Hump" Augmentation:

This is an approved augmentation of 15,734 for which personnel will shortly be withdrawn from the zone of interior.

7. Analysis of Air Effort Required. The Joint Target Group has examined the present and probable future condition of the Japanese economic structure and has concluded; that an air program against Japan should be designed to capitalize upon the effects of sea and air blockade by attacking those portions of the Japanese war-making capacity which are not immediately sensitive to the blockade, and which contain the greatest menace to our strategy of invasion; that such a program should be an integrated one permitting the activities of Strategic Air Forces, Tactical Air Forces, and such Carrier-based Air Forces as may be available for offensive action to obtain supplementary rather than competing results.

Three such programs have been prepared:

a. A program which prescribes the necessary effort and the targets to be attacked in the interests of a strategy involving invasion on an indeterminate date. Because of the indeterminate invasion date, the program includes a substantial allowance for insurance. The effort stated as required for this program is 449,000 tons of bombs released over targets with an accuracy probability of 20% within 1,000 ft radius circle, 95,000 tons of bombs released over targets with an accuracy probability of 50% in a 235 ft radius circle, the equivalent of 54,000 tons of bombs for exploiting the opportunities incident to use of special weapons, and 4,800 sorties not converted to bomb tonnage to be expended against the remnants and small ships of Japanese sea communications.

b. A program which prescribes the necessary effort and the targets to be attacked in the interests of a strategy that may or may not



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include invasion, but in which the time element is relatively unimportant and the scope of the program large enough to completely destroy the enemy industrial and economic wealth, as well as the war materiel income therefrom. The effort stated as required for this program is approximately 1,620,000 tons released over targets with an accuracy probability of 20% within a 1,000 ft circle, and approximately 260,000 tons of bombs per year thereafter with the same accuracy probability to be expended as long as any industrial or economic life exists.

c. A program which prescribes the necessary effort and the targets for the strategy involving November 1 invasion. Although this program is pointed toward the successful completion of the military and naval parts of November 1 operation, it is so designed that those portions necessary specifically to this operation will be on a scale calculated to produce chaotic conditions in industry and having a high probability of destroying completely industrial and economic significance to Japanese war-making capacity. The effort stated as required for this program is 291,000 tons of bombs released over targets with an accuracy probability of 20% within a 1,000 ft circle, 83,000 tons released over targets with an accuracy probability of 50% within a 235 ft radius circle, the equivalent of 37,000 tons for special weapons, and 4,800 sorties not expressed in bomb tonnage for attacks upon the remnants and small vessels of Japanese sea communications. The best targets after November 1, 1945 and the effort required, if the war continues, will be different depending upon decisions as to time, place and character of later operations. It is concluded, however, that the Joint Target Group estimate of monthly requirement for "Local Materiel and Close Cooperation" included in both programs a and c, is suitable and may be required for the period 1 December 1945 to 31 December 1946. This effort may be expended either in continuance of close cooperation or against industrial and economic targets upon the Asiatic mainland. The total requirements after November 1, 1945 are therefore considered to be 390,000 tons released over targets with an accuracy probability of 20% in a 1,000 ft circle and 260,000 tons released over targets with an accuracy probability of 50% in a 235 ft circle.

8. Command in the Pacific. The present command organization in the Pacific does not exploit fully the air potential. This has resulted from the fact that in the competition between the Army, Navy and the various components of the air arms, the shortages in logistic support have in many cases been absorbed by the Army Air Forces. It is believed that the only way that allocation of shortages can be satisfactorily resolved is by the appointment of a single commander for the war against Japan, who, in the interests of winning that war, establishes priorities for the use of available logistic resources. This, admittedly, is not a cure for the overall logistic problem, but it does provide a positive means of allocating the shortages to the component most capable of accepting it; and, conversely, of allocating the available logistic support to the component in greatest need of it. It is assumed that an overall theater commander would place all air, sea, and ground forces under their respective single commanders. The air commander, under such an organization, could realize the optimum efficiency of his forces by controlling their efforts, utilizing the flexibility and mobility of air as the military situations requires, eliminating waste and duplication within the air component, and assembling for presentation to the allocating agency the air requirements for logistic support. A single theater air command can be satisfactorily secured by two methods:



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a. A single Air Command, co-equal with the Ground and Naval Commands, under a Supreme Commander in the Pacific, or,

b. A single Air Command, CINCAIRPAC, co-equal with CINCAFPAC and CINCPAC, the commander of which reports directly to the J.C.S. as the Ground and Navy Commanders do under the present command organization.

The course of action outlined in a. above promises the greatest possibility of successful prosecution of the air offensive against Japan. A single Army Air Command can be secured by placing all Army Air units directly under CINCAFPAC but it is not believed that this course of action is as satisfactory as either of those outlined in a. and b. above.

9. Comparison between effort required and capabilities. The capability of the presently planned deployment of Army Air Force units to the Pacific and operating against Japan proper has been computed using two sets of planning factors; the planning factors in being prior to the initiation of this study, and those used in the study to establish the problems inherent in acceleration. The requirements for a program specifically pointed toward the successful completion of the military and naval parts of the November 1 invasion, and calculated to destroy the significance of industry and economy to the Japanese war-making capacity, are contained in Paragraph 7. Excluding the requirement for an equivalent of 37,000 tons for special weapons, the program is divisible into phases which establish respectively the requirements for the period prior to invasion, and the requirements for the period concurrent with and immediately following the invasion. This latter period is considered of two months' duration. In the tables immediately below, Table I represents a comparison between requirements and capabilities employing existing planning factors and Table II represents the comparison between requirements and capabilities with planning factors under consideration for accelerating the air effort.

TABLE I

Prior to Invasion

| | | |
|---|---|---|
| Requirements: | 187,000 tons with 20%/1,000' accuracy | 27,000 tons with 50%/235' accuracy |
| Capabilities between 1 July and 1 October: | 209,000 tons | 15,000 tons (B-25's and A-26's only) |

Concurrent with and Immediately Following Invasion
(Two months' effort)

| | | |
|---|---|---|
| Requirements: | 104,000 tons with 20%/1,000' accuracy | 56,000 tons with 50%/235' accuracy and 4,800 additional low level sorties |
| Capabilities between 1 Nov. and 31 Dec.: | 190,000 tons | 34,000 tons (no additional sorties) |



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TABLE II

| | | |
|---|---|---|
| | Prior to Invasion | |
| Requirements: | 187,000 tons with 20%/1,000' accuracy | 27,000 tons with 50%/235' accuracy |
| Capabilities between 1 July and 1 Nov. '45: | 249,000 tons | 20,000 tons (B-25's and A-26's only) |
| | Concurrent with and Immediately Following Invasion (Two months' effort) | |
| Requirements: | 104,000 tons with 20%/1,000' accuracy | 56,000 tons with 50%/235' accuracy and 4,800 additional low level sorties |
| Capabilities between 1 Nov and 31 Dec: | 223,000 tons | 46,500 tons (no additional sorties) |

It is apparent from both tables that the Army Air Forces planned deployment of units does not meet in full the requirements for low level attacks. The acceleration contemplated will better this condition only slightly. The following facts are, however, significant and should be considered in connection with the tables:

a. Naval carrier air effort is expected to participate against both the pre-invasion and post-invasion requirements. It will do much toward satisfying the requirement for additional sorties.

b. Some of the targets in the pre-invasion period considered for low level attack can be undertaken reasonably with the excess tonnage available at high level.

c. The requirements for low level attack concurrent with and immediately following invasion are the least firm of all of the requirements in the program. This is due to an inability to predict with any accuracy the number and type of targets involved. It appears that current planning factors provide an air effort more than adequate from B-29 and B-24 units through and immediately following invasion, and that the accelerated new planning factors for B-25's and A-26's, and fighter aircraft have problematic value.

10. AAF capabilities of augmenting air effort against Japan. The problem does not resolve itself into a question of AAF capabilities, because a study of all factors which have a bearing on the issue reveals that a considerable augmentation of air effort is not only possible but desirable from an AAF point of view. In actuality, AAF capabilities of accelerating its operations against Japan proper are limited by factors over which the AAF have no control; i.e., the time element involved, the existing War Department demobilization and separation policy, the logistic implications arising from allocation of priorities incident to directed operations, and the present divided theater command organization.



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HEADQUARTERS, ARMY AIR FORCES
WASHINGTON

IN REPLY REFER TO:

FOR VICTORY BUY UNITED STATES WAR BONDS AND STAMPS

MEMORANDUM FOR GENERAL TODD:

SUBJECT: 8th Air Force in Europe

1. In response to the query sent from this office to CG, U.S. Air Forces in Europe on 7 July 1945 a reply was received in this office on 1 August 1945. This reply also refers to a cable sent from Headquarters, Communications Zone, U.S. Forces European Theater dated 25 July 1945, the action to WDGS OPD. Contents of reply state that responsibilities of the 8th Air Force have been assumed by the 8th Fighter Command. The latter organization is scheduled for redeployment to the U.S. for demobilization in January, 1946 and the only units of the Command that will remain after that date are:

13th Mobile Reclamation and Repair Squadrons
One Signal Company, Service Group
One Headquarters and Headquarters Squadron, Air Service Gp.

All of the foregoing are Category 4 units and can be assigned to some other Air Force agency in Europe for final processing.

2. Contents of the message sent from Headquarters, Communications Zone, is as follows:

a. 8th Fighter Command relieved from assignment to 8th Air Force.

b. All units, stations and bulk allotment allocations relieved from 8th Air Force and assigned or attached to 8th Fighter Command.

c. All personnel and equipment of Headquarters and Headquarters Squadron, 8th Air Force, relieved to be assigned to Headquarters and Headquarters Squadron, 8th Fighter Command.

d. 8th Fighter Command is authorized to retain surplus personnel and equipment resulting from this transfer as may be needed to accomplish current responsibilities.

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ADDRESS REPLY TO: COMMANDING GENERAL, ARMY AIR FORCES, WASHINGTON 25, D. C.

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e. 8th Fighter Command is authorized to retain all records of Headquarters and Headquarters Squadron, 8th Air Force, for reference purposes and to operate with such current authority and to discharge such current responsibilities as were formerly discharged by Headquarters and Headquarters Squadron, 8th Air Force, with the exception of promotion of officers, CMP appointment of 2nd Lieutenants, 1st Warrant Officers and Flight Officers.

ARTHUR C. CARLSON, JR.
Colonel, GSC
Chief, European Branch



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OPD WDGS

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Redesignation of 20th Bomber Command

1. It is requested that action be taken to redesignate the 20th Bomber Command as the Eighth Air Force effective 1 July 1945, in order that the experience gained in Europe and the prestige associated with the Eighth Air Force can be employed in the war against Japan and the illustrious record of this organization may be continued unbroken.

2. Redeployment of the Eighth Air Force is scheduled to be completed by January 1946. In the meantime, it is recommended that the Eighth Air Force in ETO be redesignated the Eighth Air Force (Rear) for the purposes of liquidation.

3. The 20th Bomber Command will receive its first tactical units in August, 1945. It attains its maximum strength on 1 March 1946 when it will be composed of twenty groups of four squadrons each. It is felt that such a force, possessing the capabilities of approximately 2100 B-17's, warrants an air force designation.

4. It is contemplated continuing Lt General James H. Doolittle in his present assignment as Commanding General, Eighth Air Force upon approval. For this reason it is important that this recommendation be treated as a matter of urgency.

5. It is planned that the 21st Bomber Command will eventually become the 20th Air Force. The present 20th Air Force in turn will become the USASTAF (United States Army Strategic Air Force).

6. These proposed changes were discussed by General Arnold and General Spaatz and the latter is aware of the recommendations contained herein.

IRA C. EAKER
Lieutenant General, United States Army
Deputy Commander, Army Air Forces

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MEMORANDUM FOR GENERAL ARNOLD:

Subject: Redeployment of Units from the MTO

1. The Mediterranean Theater of Operation has agreed to redeploy to the POA the 319th Medium Bomb Group - B-25s.

2. General Spaatz was queried on the possibility of the availability for redeployment to the POA of one heavy bomb wing, (3 groups), to be available in the early months of 1945. This subject is now under study. A request for an answer has not been pressed due to changing conditions and indefinite requirements in the Pacific. An answer is expected in the next few days.

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WAR DEPARTMENT
The Adjutant General's Office
Washington 25, D.C.

AG 322 TS (23 May 45)OB-S-E-AFOCR-M CJM - 2B-939 Pentagon

VIA AIR OFFICER COURIER

SUBJECT: Redeployment of AAF Tactical Units.

TO: Commanding Generals,
European Theater of Operations
Mediterranean Theater of Operations.

1. The following summary of the redeployment plan for AAF tactical units is published as a guide for establishing aircraft and crew requirement for redeployment. This supercedes Tab A to AAF Letter (C) 55-3, 23 February 1945, subject: Policies and Procedures for Redeployment of Army Air Forces.

2. Disposition of surplus aircraft will be in accordance with WD Memorandum 700-45, 9 May 1945, AAF Reg 65085 and AAF Reg 65-85A.

3. When units are deployed less reserve, they will be furnished reserve in aircraft and crews from U. S.

4. All flight echelons moving by air to or through the U.S. in assigned aircraft are authorized to move at up to 100% reserve in aircraft and crews.

5. Heavy bombers:

a. B-17: Europe will have on 30 May 1945, twenty-four (24) groups. Ten (10) groups at initial reserve of 100% in aircraft and T/O strength remain in Europe for the OAF. Eight (8) groups with aircraft to U.S. for conversion to VHB. Six (6) groups with aircraft to Pacific through the U.S. (these groups will be re-equipped with new or reconditioned aircraft before being redeployed to the Pacific).

b. B-24: Europe will have on 30 May 1945, twelve (12) groups. Eleven (11) goups with aircraft to U.S. for conversion to VHB. One (1) group with aircraft to U.S. for demobilization.

6. Medium and Light Bombers:

a. B-26: Europe will have on 30 May 1945, eight (8) groups. Three (3) groups with initial reserve of 100% in aircraft and T/O strength will remain in Europe for the OAF. One (1) group less aircraft to U.S. for strategic reserve. Four (4) groups less aircraft to U.S. for demobilization.

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b. B-25: Europe will have on 30 May 1945, three (3) groups. One (1) group with aircraft to U.S. for conversion to A-26 type aircraft and redeployment to the Pacific. Two (2) groups with aircraft to U.S. for demobilization.

c. A-26: Europe will have on 30 May 1945, five (5) groups. Two (2) groups with aircraft to the Pacific through the U.S. (these groups will be re-equipped with new aircraft before being redeployed to the Pacific). Two (2) groups to the Pacific direct, flight echelons via the U.S. (to be re-equipped with new aircraft before being redeployed to the Pacific). One (1) group with aircraft to U.S. for conversion to A-27 pathfinder aircraft and redeployment to the Pacific.

d. A-20: Europe will have on 30 May 1945, one (1) group. One (1) group less aircraft to U.S. to be converted to A026 and redeployed to Pacific.

7. Fighters:

a. P-47: Europe will have on 30 May 1945, twenty-one (21) groups. Six (6) groups with initial reserve of 100% in aircraft and T/O strength will remain in Europe for OAF. Six (6) groups at T/O strength less aircraft to the Pacific direct. Six (6) groups less aircraft to the Pacific through the U.S. Three (3) groups less aircraft to U.S. for strategic reserve.

b. P-51: Europe will have on 30 May 1945, twenty (20) groups. Four (4) groups with initial reserve of 100% in aircraft and T/O strength will remain in Europe for the OAF. Six (6) groups less aircraft to the Pacific through the U.S. Nine (9) groups less aircraft to U.S. for strategic reserve. One (1) group* less aircraft to U.S. where Hq and one (1) squadron will be demobilized, and two (2) squadrons redeployed to Pacific.

c. P-38: Europe will have on 30 May 1945, four (4) groups. Three (3) groups less aircraft to U.S. for strategic reserve. One (1) group less aircraft to U.S. for demobilization.

8. Night Fighters:

a. P-61: Europe will have on 30 May 1945, five (5) squadrons. Two (2) squadrons with initial reserve of 100% in aircraft and T/O strength remain in Europe for OAF. One (1) squadron less aircraft to U.S. for conversion to P-61 Weather Recn (L). Two (2) squadrons T/O strength less aircraft to Pacific direct.

* Negro commissioned and enlisted personnel.



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b. Mosquito: Europe will have on 30 May 1945 one (1) squadron. One (1) squadron to be re-equipped with P-61 with initial reserve of 100% in aircraft and remain in Europe for OAF.

9. Troop Carrier:

a. C-46: Europe will have on 30 May 1945, two (2) groups. Two (2) groups to Pacific direct, air echelons with all available aircraft and crews via U.S.

b. C-47: Europe will have on 30 May 1945, eleven (11) groups. Two (2) groups plus two (2) squadrons with initial reserve of 100% in aircraft and 100% reserve in crews will remain in Europe for OAF. Six (6) groups with aircraft to the Pacific through U.S. Two (2) groups plus two (2) squadrons with aircraft to U.S. for strategic reserve. One (1) group Headquarters to U.S. for demobilization.

10. Air Transport:

Europe will have on 30 May 1945, two (2) groups. Two (2) groups with initial reserve of 100% in crews and 100% in reserve aircraft will remain in Europe for OAF.

11. Liaison Squadrons:

Europe will have on 30 May 1945 ten (10) squadrons. Five (5) squadrons with initial reserve of 100% in aircraft and T/O strength will remain in Europe for OAF. Five (5) squadrons less aircraft to the Pacific through the U.S.

12. Emergency Rescue:

Europe will have on 30 May 1945, one (1) squadron. One (1) squadron with aircraft to the Pacific through the U.S.

13. Reconnaissance:

Europe will have on 30 May 1945, eight (8) groups.

a. F-5s: One (1) Hq Photo Recn, and two (2) Photo Recn Squadrons with initial reserve of 100% in aircraft and T/O strength will remain in Europe for the OAF. One (1) squadron Photo Recn at T/O strength less aircraft to the Pacific direct. One (1) Photo Recn Squadron less aircraft to the Pacific through the U.S. Two (2) Hq Photo Recn Groups, and eleven (11) Photo Recn Squadrons less aircraft to U.S. for strategic reserve. One

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(1) Hq Photo Rcn Group to U.S. for demobilization.

b. F-6s: Two (2) Tac Rcn Squadrons with initial reserve in aircraft of 100% and T/O strength will remain in Europe for OAF. Two (2) Hq Tac Rcn Groups and nine (9) Tac Rcn Squadrons less aircraft to the Pacific through the U.S. One (1) Hq Tac Rcn to U.S. for demobilization.

c. Other Types: One (1) Bomb Squadron (H) Weather Rcn, B-17/24 at initial reserve of 50% in aircraft and T/O strength will remain in Europe for OAF. One (1) Rcn Squadron (F-3) less aircraft to U.S. for demobilization, One (1) Weather Rcn Squadron (H) (Mosquito) less aircraft to the Pacific through the U.S. (to be re-equipped in U.S.) One (1) Weather Rcn Squadron (M) less aircraft to the Pacific through the U.S. (to be reorganized to Weather Rcn Sq (H) and re-equipped). One (1) Hq Weather Rcn Bomb Group (H) and one (1) Weather Rcn Squadron (1) (Mosquito) less aircraft to be returned to the U.S., personnel to be redeployed.

By order of the Secretary of War:

Adjutant General.

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**WAR DEPARTMENT**
The Adjutant General's Office
Washington 25, D.C.

AG 322 TS (28 May 45)OB-S-E-AFOCR-M GJM - 2B-939 Pentagon

VIA AIR OFFICER COURIER

SUBJECT: Redeployment of AAF Tactical Units.

TO: Commanding Generals,
European Theater of Operations
Mediterranean Theater of Operations.

1. The following summary of the redeployment plan for AAF tactical units is published as a guide for establishing aircraft and crew requirement for redeployment. This supercedes Tab A to AAF Letter (C) 55-3, 23 February 1945, subject: Policies and Procedures for Redeployment of Army Air Forces.

2. Disposition of surplus aircraft will be in accordance with WD Memorandum 700-45, 9 May 1945, AAF Reg 65085 and AAF Reg 65-85A.

3. When units are deployed less reserve, they will be furnished reserve in aircraft and crews from U. S.

4. All flight echelons moving by air to or through the U.S. in assigned aircraft are authorized to move at up to 100% reserve in aircraft and crews.

5. Heavy bombers:

a. B-17: Europe will have on 30 May 1945, twenty-four (24) groups. Ten (10) groups at initial reserve of 100% in aircraft and T/O strength remain in Europe for the OAF. Eight (8) groups with aircraft to U.S. for conversion to VHB. Six (6) groups with aircraft to Pacific through the U.S. (these groups will be re-equipped with new or reconditioned aircraft before being redeployed to the Pacific).

b. B-24: Europe will have on 30 May 1945, twelve (12) groups. Eleven (11) goups with aircraft to U.S. for conversion to VHB. One (1) group with aircraft to U.S. for demobilization.

6. Medium and Light Bombers:

a. B-26: Europe will have on 30 May 1945, eight (8) groups. Three (3) groups with initial reserve of 100% in aircraft and T/O strength will remain in Europe for the OAF. One (1) group less aircraft to U.S. for strategic reserve. Four (4) groups less aircraft to U.S. for demobilization.

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b. B-25: Europe will have on 30 May 1945, three (3) groups. One (1) group with aircraft to U.S. for conversion to A-26 type aircraft and redeployment to the Pacific. Two (2) groups with aircraft to U.S. for demobilization.

c. A-26: Europe will have on 30 May 1945, five (5) groups. Two (2) groups with aircraft to the Pacific through the U.S. (these groups will be re-equipped with new aircraft before being redeployed to the Pacific). Two (2) groups to the Pacific direct, flight echelons via the U.S. (to be re-equipped with new aircraft before being redeployed to the Pacific). One (1) group with aircraft to U.S. for conversion to A-27 pathfinder aircraft and redeployment to the Pacific.

d. A-20: Europe will have on 30 May 1945, one (1) group. One (1) group less aircraft to U.S. to be converted to A026 and redeployed to Pacific.

7. Fighters:

a. P-47: Europe will have on 30 May 1945, twenty-one (21) groups. Six (6) groups with initial reserve of 100% in aircraft and T/O strength will remain in Europe for OAF. Six (6) groups at T/O strength less aircraft to the Pacific direct. Six (6) groups less aircraft to the Pacific through the U.S. Three (3) groups less aircraft to U.S. for strategic reserve.

b. P-51: Europe will have on 30 May 1945, twenty (20) groups. Four (4) groups with initial reserve of 100% in aircraft and T/O strength will remain in Europe for the OAF. Six (6) groups less aircraft to the Pacific through the U.S. Nine (9) groups less aircraft to U.S. for strategic reserve. One (1) group* less aircraft to U.S. where Hq and one (1) squadron will be demobilized, and two (2) squadrons redeployed to Pacific.

c. P-38: Europe will have on 30 May 1945, four (4) groups. Three (3) groups less aircraft to U.S. for strategic reserve. One (1) group less aircraft to U.S. for demobilization.

8. Night Fighters:

a. P-61: Europe will have on 30 May 1945, five (5) squadrons. Two (2) squadrons with initial reserve of 100% in aircraft and T/O strength remain in Europe for OAF. One (1) squadron less aircraft to U.S. for conversion to P-61 Weather Recn (L). Two (2) squadrons T/O strength less aircraft to Pacific direct.

* Negro commissioned and enlisted personnel.



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b. Mosquito: Europe will have on 30 May 1945 one (1) squadron. One (1) squadron to be re-equipped with P-61 with initial reserve of 100% in aircraft and remain in Europe for OAF.

9. Troop Carrier:

a. C-46: Europe will have on 30 May 1945, two (2) groups. Two (2) groups to Pacific direct, air echelons with all available aircraft and crews via U.S.

b. C-47: Europe will have on 30 May 1945, eleven (11) groups. Two (2) groups plus two (2) squadrons with initial reserve of 100% in aircraft and 100% reserve in crews will remain in Europe for OAF. Six (6) groups with aircraft to the Pacific through U.S. Two (2) groups plus two (2) squadrons with aircraft to U.S. for strategic reserve. One (1) group Headquarters to U.S. for demobilization.

10. Air Transport:

Europe will have on 30 May 1945, two (2) groups. Two (2) groups with initial reserve of 100% in crews and 100% in reserve aircraft will remain in Europe for OAF.

11. Liaison Squadrons:

Europe will have on 30 May 1945 ten (10) squadrons. Five (5) squadrons with initial reserve of 100% in aircraft and T/O strength will remain in Europe for OAF. Five (5) squadrons less aircraft to the Pacific through the U.S.

12. Emergency Rescue:

Europe will have on 30 May 1945, one (1) squadron. One (1) squadron with aircraft to the Pacific through the U.S.

13. Reconnaissance:

Europe will have on 30 May 1945, eight (8) groups.

a. F-5s: One (1) Hq Photo Recn, and two (2) Photo Recn Squadrons with initial reserve of 100% in aircraft and T/O strength will remain in Europe for the OAF. One (1) squadron Photo Recn at T/O strength less aircraft to the Pacific direct. One (1) Photo Recn Squadron less aircraft to the Pacific through the U.S. Two (2) Hq Photo Recn Groups, and eleven (11) Photo Recn Squadrons less aircraft to U.S. for strategic reserve. One

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(1) Hq Photo Rcn Group to U.S. for demobilization.

b. E-Ga: Two (2) Tac Rcn Squadrons with initial reserve in aircraft of 100% and T/O strength will remain in Europe for OAF. Two (2) Hq Tac Rcn Groups and nine (9) Tac Rcn Squadrons less aircraft to the Pacific through the U.S. One (1) Hq Tac Rcn to U.S. for demobilization.

c. Other Types: One (1) Bomb Squadron (H) Weather Rcn, B-17/24 at initial reserve of 50% in aircraft and T/O strength will remain in Europe for OAF. One (1) Rcn Squadron (F-3) less aircraft to U.S. for demobilization, One (1) Weather Rcn Squadron (H) (Mosquito) less aircraft to the Pacific through the U.S. (to be re-equipped in U.S.) One (1) Weather Rcn Squadron (M) less aircraft to the Pacific through the U.S. (to be reorganized to Weather Rcn Sq (H) and re-equipped). One (1) Hq Weather Rcn Bomb Group (H) and one (1) Weather Rcn Squadron (1) (Mosquito) less aircraft to be returned to the U.S., personnel to be redeployed.

By order of the Secretary of War:

Adjutant General.

COPIES FURNISHED:

Commanding General, Army Air Forces in Mediterranean Theater of Operations (1)
Commanding General, U. S. Strategic Air Forces in Europe (1)
Commanding General, Army Air Forces (OCAR) (75)
A. C. of S., Operations Division, WDGS (1)



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HEADQUARTERS ARMY AIR FORCES

# ROUTING AND RECORD SHEET

SECRET

SECRET
By Authority of The Commanding General Army Air Forces
TALLY NO.
FILE NO.
2 May 1945 WWB
Date Initials

SUBJECT: Training And Assignment of Redeployed B-24 Groups Converted to C-54's

TO: AC/AS, Plans

DATE 2 MAY 1945

FROM: AC/AS, OCR, Rqs. Div.

COMMENT No. _____
Lt Col Quindry/ag/72150

The attached copy of Memorandum for the Chief of Air Staff, subject as above, dated 26 April 1945, is forwarded for your information.

✓ 1 Incl.
As stated.

(~~Requirements Division~~
(Airborne & Liaison Br J. H. Bell)

S. F. GIFFIN,
Colonel, G.S.C.

Col Faith
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S E C R E T

HEADQUARTERS, ARMY AIR FORCES
WASHINGTON

25 April 1945 WHB

26 April 1945

MEMORANDUM FOR THE CHIEF OF AIR STAFF :

SUBJECT: Training and Assignment of Redeployed B-24 Groups Converted to C-54's

DISCUSSION

1. It is proposed that the 5 B-24 Groups scheduled for conversion to C-54's and supporting units (5 new type Service Groups and 1 Depot Group) be inactivated and the personnel thereof assigned and trained as hereinafter set forth.

2. ATC requires the use of substantially all of the C-54 aircraft scheduled for the AAF, including the 300 C-54's (unit equipment and 25% reserve) scheduled for the conversion of the 5 B-24 Groups in question. It further requires the use of the personnel (less non-essential personnel) of all the above mentioned units in order to meet its expanding lift commitments including future operations in India-China and its current obligation to carry 50,000 persons per month from ETO and MTO to the U.S. To meet the latter commitment it requires immediate use of the personnel of the first 2 B-24 Groups and 2 Service Groups.

3. a. In order to maintain its present safety and operating standards and in order to produce C-54 crews within time required, ATC plans to train crews presently assigned to it on C-54's and to replace them from crews of the returning units. Some of the replacement personnel later may be trained on C-54's. A total of 480 crews are available in the 5 B-24 Groups (2 crews per unit equipment airplane) and these must be augmented by enough crews to provide 3 crews per C-54 aircraft. This amounts to 420 additional crews insofar as the conversion of the 5 B-24 Groups is concerned, i.e., 3 crews for each of 300 airplanes totaling 900 crews.

b. Training of additional crews should commence at the earliest possible time. Even though personnel presently assigned to ATC are used, 1 July 1945 is estimated as the earliest time that training can commence.

c. ATC operates one C-54 crew training school at present. It is scheduled to maximum capacity and cannot be expanded. An additional ATC C-54 crew training facility, therefore, is necessary. According to present plans, this would be accomplished by transferring ATC's twin engine school to a new facility and putting the C-54 school at St. Joseph, Mo., the present twin engine school.

d. The additional training facility will necessitate a suitable base with housing for about 5,000 personnel, hangars, facilities, and equipment. It should be established by 1 June 1945. Base complement

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personnel of approximately 3,500 will be needed at that date, such personnel to be replaced later with personnel of the returning units. A suitable base can be made available. Personnel can be made available; but there are several other high priority projects for which personnel are required, and an over-riding priority may be necessary to provide the above personnel to ATC.

e. Due to a present shortage of C-54's a number of B-24 aircraft will be required to operate the C-54 crew training schools. Additional C-54 Mobile Training Units will be required for training maintenance personnel and must be obtained on a high priority basis with precedence over C-54 production and modification, if necessary, in order that they may be available when needed.

f. ATC must train a skeleton C-54 instructor staff immediately. Due to a critical shortage of C-54 instructor personnel it may be necessary to suspend overseas rotation requirements affecting such instructor personnel.

4. a. The first 2 B-24 Groups and 2 Service Groups should be returned immediately, by air if necessary. Surface movement and the time required for screening of personnel in the theater, shipment, and recuperation, rehabilitation and recovery of personnel normally would require from 60 to 90 days.

b. The remaining units should be returned as soon as possible. This will make the personnel available to ATC in the U.S.; and, until ATC needs them, they can be utilized to advantage by CAF and ATSC.

ACTION RECOMMENDED

1. a. Return the first 2 B-24 Groups and 2 Service Groups (new type) from ETO immediately, by air if necessary, with full complements of personnel, screened by the theater to return a maximum number qualified for further overseas service. Assign the Groups to ATC, inactivate them, and assign the personnel (less non-essential personnel) to ATC, allowing time for recuperation, rehabilitation and recovery.

b. Return the remaining units from ETO as soon as possible. Assign the B-24 Groups to CAF and the Service units to ATSC, inactivate them, and assign the personnel to CAF and ATSC allowing time for recuperation, rehabilitation and recovery. Require CAF and ATSC to transfer necessary personnel equivalent to those received in numbers, MOS, and qualified skills to ATC when needed, ATC to receive the same percentages of deployable and non-deployable personnel as are received by CAF and ATSC.

c. Augment the personnel or equivalent personnel of the units to provide 3 crews per C-54 and such additional personnel that may be



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required to enable ATC to accomplish the necessary training and to carry out its lift commitments.

d. Return minimum essential equipment with all units. Return balance of equipment in possession of units to U.S. by first available shipment.

2. a. Authorize ATC to establish an additional C-54 crew training school substantially the same as its existing C-54 school.

b. Assign a suitable base for the school or for the twin engine school in the event the latter is transferred from St. Joseph, Mo., according to present plans, together with necessary base complement personnel so that the school will be established by 1 June 1945, the personnel to be replaced by personnel of the returning units.

c. Provide necessary equipment and facilities for the school and required C-54 Mobile Training Units with a high priority and precedence over C-54 production and modification, if necessary.

d. Authorize suspension of overseas rotation requirements affecting instructor personnel of the ATC C-54 crew training schools to the extent necessary to assure carrying out the conversion program.

e. Increase ATC's troop basis to the extent required.

f. That this memorandum be returned to Assistant Chief of Air Staff, Operations, Commitments and Requirements for implementation.

/s/ Donald Wilson
DONALD WILSON,
Major General, U. S. Army,
Asst. Chief of Air Staff,
Operations, Commitments & Requirements

APPROVED:
/s/ F.W.T.

PATRICK W. TIMBERLAKE
Brigadier General, U. S. A.
Deputy Chief of Air Staff
Apr 27 1945

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2 May 45 WHB
Date Initials

**Training And Assignment of Redeployed B-24 Groups Converted to C-54's**

AC/AS, Plans

AC/AS, OCR Lt Col Quisbry/sg/72130

The attached copy of Memorandum for the Chief of Air Staff, subject as above, dated 26 April 1945, is forwarded for your information.

1 Incl.
As stated.

(Requirements Division_____)
(Airborne & Liaison Br_____)

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ADDRESS REPLY TO
COMMANDING GENERAL, ARMY AIR FORCES
WASHINGTON 25, D. C.

ATTENTION:

HEADQUARTERS, ARMY AIR FORCES
WASHINGTON

FOR VICTORY BUY UNITED STATES WAR BONDS AND STAMPS

1 May 1945

INFORMAL MEMORANDUM FOR LT. COL. LIBBEY:

1. The planning schedule based on 521/12 has set up the Hq & Hq Sq, Air Defense Command for inactivation in the 9th month. The Hq & Hq Sq, Composite Command should be relieved of disarmament activities and used for Air Defense Command after that date. This is in accordance with comments of USSTAF on the 1st Edition of the Redeployment Forecast, which comments were forwarded through theater headquarters and CFE to the Air Staff.

2. The schedule based on 521/12 has not been approved, but has been submitted to the War Department, Troop Control Section. Approval of the schedule has been held up pending the return of a team which was sent to the Pacific Theater for purposes of determining the requirements of that theater. That team returned yesterday and as soon as Pacific Theater recommendations can be compiled the schedule will be submitted to the War Department for approval and it is understood informally that at that time the 2nd Edition of the Redeployment Forecast will be prepared.

H. B. Crane Jr.
for SAM W. AGEE, Jr.
Colonel, Air Corps.

COL GAYLORD

HERE IS THE DATA ON THE AIR DEFENSE COMMAND AS OF FIRST MAY. GEN ANDERSON WAS NOTIFIED BY LETTER.

WKL

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HEADQUARTERS ARMY AIR FORCES
MEDITERRANEAN THEATER OF OPERATIONS
APO 650

28 April 1945

Major General Donald Wilson, USA
Asst Chief of Air Staff, OCNR
Headquarters Army Air Forces
Washington, D. C.

Dear General Wilson:

I am inclosing two papers: (1) A memorandum for record on decisions pertaining to redeployment reached in MTO; and (2) A letter from General Cannon to General Eaker, which outlines General Cannon's position with respect to the movement of depot groups. With respect to the latter, I told General Cannon that I appreciated his position and that I felt it was up to Washington to weigh the relative urgency of the requirements here against those in the Pacific, and that Washington would have to make the decision and accept the responsibility.

I learned yesterday at noon that General Arnold was over at Headquarters Fifteenth Air Force at Bari. General Cannon had intended to go over and see him and take me along yesterday afternoon. As General Cannon had to be back last night, and the weather was foul, he decided not to go, but suggested that I go and spend the night, which I did. I saw Dick Lindsay immediately after arrival, and he said that he was most glad to see me as General Arnold was quite concerned over certain matters pertaining to redeployment. He showed me a copy of a radiogram which he had written at General Arnold's direction. I showed Lindsay a copy of the memorandum for record which I sent you from France, and a copy of the memorandum for record, which is inclosed.

Dick agreed that we were making considerable progress and that most of General Arnold's radiogram would be repetitious. Shortly thereafter, we went down to General Arnold's apartment where I spent the next three hours, which included dinner. I told General Arnold that we were over on two problems, i.e., the 50,000 a month movement by ATC and straightening out certain fundamentals of redeployment. Then read to him the memorandum for record, pointing out as we went along, the difference in certain items between the ETO and MTO. He interrupted me frequently, and when I got through, we had a long discussion, which resulted in quite clear views on his part as follows:

a. He agrees with the feasibility of moving 50,000 people per month across the Atlantic by ATC, but he does not agree that these people should be those scheduled for discharge. He feels strongly that the vast majority of the people being moved by air should be Air Force crews and

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Maj Gen Donald Wilson, USA, 28 Apr 45 (contd)

maintenance people, which we need to retrain and place in units to be redeployed. I pointed out General Marshall's views on the matter and suggested that General Marshall had a most definite point. General Arnold says that we should be willing and ready to take the criticism of Congress and the press if that is necessary to prosecute a vigorous war against the Japanese. I am afraid that the only way this conflict will be resolved will be by General Arnold talking personally to General Marshall. In the meantime, we are going ahead with the plan to move 50,000, regardless of what category of personnel they may be.

b. General Arnold feels quite strongly that we in Headquarters Army Air Forces are not "needling" commanders in Europe sufficiently on turning loose units and personnel, and that we are not putting enough pressure on General Kenney to provide facilities and to take the units which we will have ready for him. I told him that I thought our action to date on getting units under way had been quite vigorous, and that already units were under way. He said that was not good enough.

c. He desires that all Air Corps supplies coming to ETO and MTO be stopped immediately except for gasoline. He thinks that there are ample quantities in the depots in Europe or enroute to see the completion of this war and more. I think he is quite right and concurred with him in that statement in his cable to General Eaker, which was dispatched last night. I pointed out to him, however, that it would probably be necessary for such action to be cleared with Theater Commanders. He doesn't think so. In this connection, he feels that we should cannibalize older aircraft in Europe to the maximum extent rather than to ship new spare parts over here.

d. He wants the flow of Aircraft to Europe stopped immediately. This item, too, was included in his cable which he just sent to General Eaker. I pointed out to him what had been done with respect to B-24 and B-17's and told him that the reduction to UE plus 25% reserve would in effect stop the flow of aircraft.

e. He proposes to give General MacArthur and General Kenney all the groups they ask for without any question as to how they propose to use them. To that end, he desires that we be prepared constantly to give General Kenney units whenever he can take them. He wants a cable sent to General Kenney (or to General MacArthur) outlining our ability to provide units and asking them how many they can take and when.

f. General Arnold believes that we should start now to return the air echelons of our heavy groups in their own aircraft, and to move the maximum number of key ground personnel of the units by ATC. It was pointed out to him by Lindsay that in many instances it might be more practicable to move the entire unit by boat when shipping was available. Personally, I think that General Arnold is right insofar as air echelons are concerned, and to some extent, depending on the situation, as far as key ground personnel are concerned.

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g. He desires that the WX-9 schedule (one front war schedule) be put into effect right away, and directed me to send a cable to General Eaker to that effect, which I did this morning.

h. He is concerned over our ability to handle the tremendous number of units and personnel returning to the States, particularly in view of the accelerated rate at which they would probably move. I asked him if he meant the Training Command and the Air Forces, and he said no, that he meant the control machinery. I pointed out to him that, notwithstanding the newness of Headquarters Continental Air Force, that that organization with the guidance and assistance from Headquarters Army Air Forces would, in my opinion, be able to handle the job. In rebuttal, he stated that he did not want the Headquarters Army Air Forces to operate. I told him I realized that, but nevertheless the job had to be done and if necessary, the Headquarters Army Air Forces could do it. I believe that he was satisfied temporarily at the completion of this particular argument.

i. He is most anxious to start returning people, particularly officers, to civilian life and wanted to know what was being done. I told him that Personnel had prepared a paper sometime ago, which was now in G-1. "What, he said, "Has G-1 done about it?" I told him that G-1 did not want to act for fear of criticism for not returning enlisted men to civilian like at the same time. General Arnold would not accept this, and desires that the matter be taken to General Marshall if necessary.

I gathered that General Arnold would probably be back in Washington around the 8th or 9th of May and I am sure that we may expect to have him ask questions on the progress being made on items brought out above.

Ceneral Arnold was in good fettle and seemed to be feeling fine. When he got through going over me, I told him that I would be able to give a good report on his condition, at which he laughed.

I gave him a copy of the paper on "Reorientation of the Army Air Forces", in which he said he was most interested and stated that he would read it today. Would not be surprised if you heard from him on the paper.

We are meeting with ATC people here this afternoon and will probably take off for France tomorrow or Monday.

Yours sincerely,

WILLIAM F. McKEE
Brigadier General, USA

2 Incls:
Incl 1-Memo for Rec, re Decisions Pert Redepl in MTO,27 Apr 45.
Incl 2-Cpy ltr fr Gen Cannon to Gen Eaker re movement of depot gps.



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HEADQUARTERS
UNITED STATES ARMY AIR FORCES
MEDITERRANEAN THEATER OF OPERATIONS
APO 650

27 April 1945

MEMORANDUM FOR RECORD

SUBJECT: Decisions Pertaining to Redeployment Reached in MTO.

1. At a conference attended by General Cannon, key members of his staff, and by Generals Barker and McKee, the following decisions and conclusions were reached:

a. The ATC plan to move 50,000 people per month over the Atlantic route was agreed upon in principle. General Cannon will assume full responsibility and control over moving MTO's proportionate share of the 1,250 people per day to be moved from ETO-MTO to Casablanca. He does not desire to turn this movement over to the control of the ATC or to the control of USSTAF. General Barker stated and General McKee agreed that we were primarily interested in moving the people to Casablanca, and that whatever arrangements were made in the Theaters were agreeable to the War Department so long as the job was accomplished.

b. That MTO policy would be to make all units, personnel, and equipment of the Strategic Air Force (15th Air Force) in the Mediterranean available on call from Washington.

c. There is no special Pathfinder Group in the MTO. Each group has its own Pathfinder aircraft, which will be redeployed with their respective groups.

d. That MTO is making and will continue to make on high priority a critical examination of Air Corps equipment and supply requirements -- stopping the flow of all that is not needed. (General Cannon directed his A-4 to complete this examination without delay and to inform Headquarters Army Air Forces by cable exactly what flows should be terminated. This examination will include bombs of all types.)

e. One aviation engineer battalion has already been released and is awaiting shipment, with a target date of May 15. No other aviation engineer battalions can be made available immediately. However, additional aviation engineer battalions will be made available just as soon as conditions warrant, the probability being that they may be released before shipping is available.

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f. That an immediate examination will be made to determine the practicability of reducing all tactical units, except Troop Carrier, from UE plus 50% reserve to UE plus 25% reserve. (At first glance General Cannon feels that this is entirely feasible, but wants to make a definite determination of what the situation will be after considering aircraft on hand and those in the pipeline. Decision on this will be cabled to Washington in the next few days.)

g. That the flow of radar operators and other radar specialists, and the flow of H2X aircraft, can be stopped immediately.

h. That the requirement for 5,000 people by MOS to return to the United States in order that Zone of Interior personnel may go into units being redeployed will be met. In this connection the 5,000 people are now being selected from units throughout the Mediterranean. (General Cannon is of the opinion that the selection and movement of these 5,000 people will assist greatly in speeding up rotation and getting deserving men back to the United States.)

i. That an examination will be made at once on crew flows for all types of units and that Washington will be informed accordingly.

j. That any unit equipment or personnel not critically needed here to prosecute the war will be made available to meet the requirements of the Japanese War.

k. That the fighter units in the occupational air force should be equipped with P-47N's.

l. That every effort should be made to redeploy all units through the United States.

2. The decisions and conclusions outlined above were discussed in detail with General McNarney, who concurs without reservation.

/s/ William F. McKee
WILLIAM F. McKEE
Brigadier General, USA



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HEADQUARTERS
EUROPEAN THEATER OF OPERATIONS
UNITED STATES ARMY

G-3 Section

COPY

24 April 1945 - APO 887

MEMORANDUM FOR MAJOR GENERAL CRAIG:

1. So far we have had a rather successful trip. We saw General Smith and General Curtis Sunday; yesterday we spent most of the day with General Eyster and General Larkin, going out to USSTAF in the afternoon for a conference with Generals Spaatz, Anderson, Knerr, Schlatter, Curtis and the USSTAF staff.

2, AIR FORCES

a. General Eisenhower has concurred in principle with the idea of initiating immediately the redeployment of the Eighth and Fifteenth Air Forces. There will immediately go in a recommendation that the entire Second Bombardment Division be shipped home immediately. This will provide the 15,000 MOS which the Air Forces want plus that which ATC will require for their expanded operations. Three Fighter Groups will, in all probability, be included. General Spaatz believes that he can spare immediately two Troop Carrier Groups with their accompanying services which the ATC will require. He has also agreed to give up the three Aviation Engineer Battalions which are now in UK plus whatever others may be needed to make a total of seven (7) after the Mediterranean Theater gives up what they have to spare. All of this is being taken up with General Eisenhower for definite approval at SHAEF (Forward). We will be up there tomorrow.

b. General Spaatz certainly has taken a broad viewpoint and agrees to the necessity of winning the Japanese war as a higher priority than speeding up the housekeeping and settling of the occupational air force. His strategic operations are practically nil now and he can bomb practically nothing but visual targets.

c. McKee is doing a lot of air force work here relative to slowing down the flow of airplanes and other air force materials.

3. REDEPLOYMENT

a. The rehabilitation of equipment will be the "bottleneck" here. According to estimates, this theater will be able to provide about 40% of the necessary amount of equipment for those units being redeployed through the United States and 100% for those units being redeployed direct. There was a teletype conversation between General Lutz and General Larkin yesterday which referred to this material but I suggest that you let Pat Tansey know about it. The immediate return of dischargees has had a considerable effect upon the theater's plan for rehabilitation of equipment. They had planned

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to use Category IV people for this purpose. They plan now to use civilians and POW's, but here again they run into the "bottleneck" of tools and equipment required to do this work. They have organized POW units which work with a parent U.S. unit on a twenty-four (24) hour basis by using the tools and equipment of the U.S. unit. If we redeploy the unit with all of its tools then the POW unit is useless. They expect to have a complete study on this by the 25th and we hope to be able to return with definite recommendations on an equitable distribution of units between ETO for rehabilitation and the Pacific for maintenance. There are a lot of matters which I think require close liaison between the Pacific and here. General Larkin brought up the point of direct communication between the two and I urged that he use this direct channel to the maximum. However, I do think that it is awfully essential for one (1) or two (2) representatives from the SW Pacific to come to ETO prepared to discuss a lot of details with reference to supply and maintenance. I think this is essential and urge that General MacArthur be asked to send service representatives here for a conference prepared to discuss maintenance and rehabilitation and shipment of equipment. There are a thousand and one details which should be smoothed out and can be smoothed out only by direct conference between the two. Another suggestion - concerning the 1051st Engineer, Port Reconstruction. This apparently is an excellent unit, commanded by a Colonel Martin, which has worked very closely with the Navy in the rehabilitation of harbors and since has been used for bridging work. This is the outfit that built the railroad bridge across the Rhine in about ten days. Colonel Martin worked with Commodore Sullivan of the Navy who now has charge of the rehabilitation of Manila Harbor. They are a good unit and I believe General MacArthur should be queried as to whether he wants it. I have not queried anyone on a high level here as to the availability of this unit but G-4 was somewhat encouraging as to being able to release it in the not too distant future.

b. We are going down to Italy Thursday (26 April) and plan to return here about Monday with the ATC people. Any messages here should be sent in care of General Wyster.

c. Lt. Colonel Harder will take t is letter back and can discuss with you in more detail various supply matters and shipping difficulties. He has been over here for some time.

d. There is another matter which aroused my curiosity of which I have never heard of before. Fred Anderson spoke about establishing the occupational air force in Denmark, Germany, France, Norway and Italy. He said the proposal had already been submitted to Washington but I had never heard of it before. Perhaps it is in Abe Lincoln's group. It might be well to look into this.

4. I am afraid that I will not be able to sign this before I leave. I will see it is given to Lt. Colonel Harder for delivery and if there are any obvious errors, he will be able to straighten it out.

(Sgd) BARKER
J. DeF. BARKER
Brigadier General, GSC

Note -- I think Pat Tansey ought also to investigate the extent to which the Z of I can rehabilitate some of the equipment there. It is a bottleneck I do believe. J.DeF.B.

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Comments on Disposition of Combat Air Force Headquarters -

Do not concur in para 6.

More AAF personnel will be hurt and fewer pleased if only a few groups preserve their identity. The about-to-be-civilians who will be in a position to help the AAF over its rough spots in the future, are largely from AF, Wing and Command Hqs.

If you start selecting certain groups, you really open up some hot arguments whereas, in working out Air Forces, the average GI will lay it down to politics and won't care much one way or the other.

The practical difficulties of shifting an AF Hq should not exist. One of our chief difficulties is that they are hard to move and something should be done about it. Recommend that 7 Air Forces be maintained and that they rotate every two years to keep them from going to seed.

| | |
|---|---|
| ZI - Four Air Forces | 8th, 12th, 9th, 10th |
| Canal Zone - 1 Air Force | 5th |
| Alaska - 1 Air Force | 14th |
| International Police - 1 Air Force | 15th |

Believe preservation of group numbers should be based on date unit, by type, went overseas rather than combat history. This to avoid argument as to "Who struck John" and which Air Force was represented on the Committee appointed to make the choice.

GGC.

GEORGE G. CAREY
Colonel, GSC
Chief, Asiatic Theater Branch

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AFAEP
BJG/mc/5834
21 Apr 45

MEMORANDUM FOR CHIEF OF THE AIR STAFF:

Subject: Disposition of Combat Air Force Headquarters

I. The Problem

1. The question has been raised as to what disposition should be made of the Headquarters of the Fifteenth, Twelfth and Eighth Air Force after their component units have been moved from their respective Theaters of Operations and their combat mission terminated. This is not the problem. The problem is actually to determine Army Air Forces policy for the perpetuation of military tradition. If such policy is determined, the disposition of the above three Air Forces is automatically resolved.

II. Facts Bearing on the Problem

2. It is submitted that in the Army Air Forces perpetuation of military traditi n is in the interest of the prestige, pride and morale of the service. The question of the perpetuation of military tradition from the last war was badly handled through lack of planning and policy. In World War II, some of the finest units were not sent out as part of the combat Air Forces but retained for long periods for domestic service to the detriment of military tradition and esprit de corps.

3. Actually military tradition can be preserved in only one way: by men, living in this tradition, in time of war by distinguished service in combat; in time of peace by efficiency and esprit de corps. Apparently the largest operational unit which will complete its combat service and then take up in time of peace training and operational practice will be the Group. There will be no large continuous requirement for higher combat units such as wings, divisions or air forces. Therefore, living military tradition should be perpetuated in the Groups.

4. A method of perpetuating military tradition in the Group is to select those groups whose record is outstanding from the inception of the Air Forces and to provide them in time of peace, presumably with the help of the Historical Division, with appropriate records, memorabilia, and trophies. Any selection of groups at this time would be premature and would interfere with the conduct of military operations. The appropriate time for final selection of permanent groups is upon termination of World War II.

5. There are four Zone of Interior Air Forces and twelve Combat Air Forces. The mission of the Zone of Interior Air Force is distinctly different from that of the Combat Air Forces. It is doubtful whether they are true Air Forces rather than large sized training installations. There is no certainty that these four Zone of Interior Air Forces will be perpetuated in the post-war period. Later we might very well have, instead, the "Atlantic" and "Pacific" Air Forces within the boundary of the United States.

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6. It has been suggested that certain distinguished Combat Air Forces Headquarters should replace the Zone of Interior Air Forces Headquarters in order to perpetuate the tradition of the former. There are strong reasons militating against such a policy:

a. The mission of the Combat Air Force differs from that of the Zone of Interior Air Force.

b. The selection of certain Combat Air Forces for perpetuation and others for inactivation is discriminatory.

c. The substitution of a Combat Air Force for a Z.I. Air Force in time of peace might result in this Combat Air Force remaining behind to fulfill a training function in the event of a new war.

d. The practical difficulties of shifting Air Force Headquarters outweigh any advantages.

III. Discussion

7. The appropriate disposition of the Combat Air Forces Headquarters should be to inactivate the Headquarters and to enshrine the colors, trophies and records of these distinguished Air Forces in a manner appropriate to their place in history.

8. This raises the question of a National Monument to the Army Air Forces men who gave their lives in World War II. The cream of American youth, largely volunteers, were dedicated to combat operations of the Army Air Forces. Those who lost their lives made a major contribution to the winning of freedom for the world. It is believed consistent with national policy and national aspirations that a memorial to these men should be planned to add to the traditions and heritage of their country and of the Army Air Forces. In or adjacent to the AAF memorial, there should be a Historical-Museum type of presentation of the accomplishments of these combat Air Forces. It is submitted that the people of the United States will wish to contribute in large measure to such a memorial and museum. The use of modern photographic and other techniques would make this one of the outstanding places of interest in the world.

9. Washington is well on its way to becoming the world capital or at least one of the major world capitals. The importance of international government will make Washington more and more a center of national and international attraction. This is the natural spot for an Army Air Forces memorial.

10. It is understood that Andrews Field at Camp Springs, Maryland, eleven miles from Washington will be the Headquarters for the Continental Air Forces and that there has been serious consideration of making Andrews Field the finest military airport of the world. If this be accomplished, the Army Air Forces memorial should be erected on this site where those who come to see this shrine may also find close at hand a living efficient, modern, Air Force in actual operation as a first line



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in our national defense. If, on the other hand, Andrews Field is merely to be another post of undistinguished appearance, it would be better to accept the penalty of undesirable geographic location and place this installation at the Air Academy, possible Randolph Field.

11. It is felt that it is not too early to raise the question of an Army Air Forces memorial. The enthusiasm of the American people and their own contribution to the mission of the Army Air Forces is evidence of their fresh and deep interest. It is the policy of the U.S. Government to create employment on a maximum scale in the post-war period. The large size of our national debt will require continued stimulus in order to keep interest rates low and the financial machinery of government in full operation.

IV. Conclusions

12. It is therefore concluded that it is desirable that the Army Air Forces should declare a policy designed to perpetuate and foster military tradition by means of the living tradition carried on by Army Air Forces Groups of distinguished record. Furthermore, it should be the policy of the Army Air Forces to inactivate Combat Air Forces upon the termination of their mission. The final task of these Headquarters should be to assemble and preserve the colors, records, and trophies of these Air Forces.

13. It is not too early to consider seriously the question of an Army Air Forces memorial together with a historical museum to preserve the record of our great combat Air Forces. The question of the nature of this memorial, its location and its method of financing should be considered by a Board ofofficers appointed at once by the Commanding General, Army Air Forces. It should be the further function of this board to make recommendations to the Chief of the Air Staff on appropriate methods of implementing the above Army Air Forces policy, particularly with current action to preserve records and memorabilia of distinguished Air Combat Groups.

14. On the termination of the World War II, a further Board of officers should be convened by the Commanding General Army Air Forces for the purpose of designating the Groups which are to be preserved in the peacetime Air Forces because of their distinguished record.

V. Action Recommended

15. It is recommended that the Commanding General of the Army Air Forces declare it to be the policy of the Army Air Forces that the military traditions of the Army Air Forces shall be perpetuated by the preservation in the Post War Air Forces of selected Air Groups whose record from the beginning of the air force operations have been outstanding; that higher echelons than Groups, particularly Combat Air Forcesshall be inactivated upon the termination of their mission in the field and the return of their headquarters to the Zone of the Interior provided there is no early mission indicated. In order to implement this policy,



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a. The Assistant Chief of Air Staff, OC&R should be directed to take the necessary action to preserve as active units in the Army Air Forces, Combat Air Groups of outstanding record; provided that nothing in this policy shall operate to interfere with the conduct of combat operations during World War II.

b. The Assistant Chief of Air Staff, Personnel, should be directed upon termination of hostilities in World War II to make recommendations to the Commanding General Army Air Forces for appointment of three officers to form a Board to designate Air Groups of distinguished record to be continued on active service in the Army Air Forces; and further to make recommendations designed to encourage and assist these groups in the collection and maintenance of their trophies, records, and related matters of interest.

16. That the Commanding General, Army Air Forces appoint a Board of three Army Air Forces officers headed by a general officer to study and make recommendations as to the desirability of inspiring a memorial to those who gave their lives in World War II in fulfillment of the mission of the Army Air Forces. The report should consider the type and scope of the memorial, geographical location and the method by which this project should be accomplished. This Board should also make recommendations to implement the policy on military tradition established by the Army Air Forces.

JOE L. LOUTZENHEISER
Brig General, U.S.A.
Acting Asst Chief of Air Staff, Plans



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AFAEP
BJG/mc/5834
21 Apr 45

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Subject: Disposition of Combat Air Force Headquarters

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d. The practical difficulties of shifting Air Force Headquarters outweigh any advantages.

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b. The Assistant Chief of Air Staff, Personnel, should be directed upon termination of hostilities in World War II to make recommendations to the Commanding General Army Air Forces for appointment of three officers to form a Board to designate Air Groups of distinguished record to be continued on active service in the Army Air Forces; and further to make recommendations designed to encourage and assist these groups in the collection and maintenance of their trophies, records, and related matters of interest.

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JOE L. LOUTZENHEISER
Brig General, U.S.A.
Acting Asst Chief of Air Staff, Plans



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TOP SECRET

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Item from Daily Activity Report of OC&R, 19 April 1945

1. WITHDRAWAL OF UNITS FROM ETO

a. This office has recommended to OPD that action be taken to secure the release and withdrawal of a number of ETO units involving 130,000 personnel. This action was recommended in order to take advantage of shipping that will be available prior to "R-Day" and in order to provide more time for units being redeployed through the U. S. Included in this recommendation are: units needed to satisfy early requirements in the Pacific; units which were scheduled to be redeployed through the U. S. without sufficient time allowance for leave, rehabilitation and training; and some 20,000 personnel required to maintain the ZI training structure when individuals now in this structure are released to go to war.

b. The following tactical units are involved:

10 Heavy Bomb Gps., 7 of which are scheduled for VHB conversion
9 Fighter Groups
3 Troop Carrier Groups
2 Medium Bomb Groups
1 Tac Rcn Group
1 Emergency Rescue Sq.
2 Night Fighter Sqs.
1 Weather Rcn Sq.(H)

All associated services plus engineer battalions are supplied to support the above units. In addition, a number of service groups are included to augment ATC activities in the Pacific.
(General McCoy - 4269)

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AF HQ-12 HEADQUARTERS AAF

# ROUTING SLIP

| TO ➡ | OFFICE & INDIVIDUAL IN TURN | DATE FORWARDED |
|---|---|---|
| 1. | Colonel Stone | 4/11/45 |
| 2. | | |
| 3. | | |
| 4. | | |
| 5. | | |

FOR ➡ FOLLOWING ACTION(S) AS CHECKED

| | | | | | |
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| | COORDINATION | | NOTE AND RETURN | | INFORMATION |
| | NECESSARY ACTION | | RECOMMENDATION | | FILE |
| | SEE OR PHONE ME | | APPROVAL | | SIGNATURE |

COMMENT

For your information, there are 1,000,000 tons of shipping space available per month from ETO to U.S. From MTO, the figure is 400,000 tons. Reference body space there is room for 50,000 bodies from ETO and 20,000 from MTO monthly. This is over and above wounded, rotation, etc. These figures obtained from OPD. Might be a good point to consider in connection with early withdrawal of AAF units to avoid the V-E day rush.

A. C. Gillem
Lt Colonel, Air Corps

| FROM ➡ | OFFICE & INDIVIDUAL | PHONE |
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AF HQ-12 HEADQUARTERS AAF

# ROUTING SLIP

| TO ➡ OFFICE & INDIVIDUAL IN TURN | DATE FORWARDED |
|---|---|
| 1. GEN. LOUTZENHEISER | 12 Mar. |
| 2. | |
| 3. | |
| 4. | |
| 5. | |

FOR ➡ FOLLOWING ACTION(S) AS CHECKED

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| | SEE OR PHONE ME | | APPROVAL | | SIGNATURE |

COMMENT

~~GENERAL RUTER~~

_____ Signature

_____ Approval

✓ Information

Comment or Recommendation

Further reply? — No but would like an Air Staff study initiated by Plans on future use of [illegible]

Col. Guyer

Fnd

| FROM ➡ | OFFICE & INDIVIDUAL | PHONE |
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AF HQ-12 HEADQUARTERS AAF

# ROUTING SLIP

| TO → | OFFICE & INDIVIDUAL IN TURN | DATE FORWARDED |
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| 1. | Gen Loutzenheiser | 4/10 |
| 2. | | |
| 3. | | |
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| | SEE OR PHONE ME | | APPROVAL | | SIGNATURE |

COMMENT

For your consideration.

JNS

Col Stone.
How about turning all papers over to Col Baylor's Branch for a further effort at producing desired staff study. JHH

| FROM → | OFFICE & INDIVIDUAL | PHONE |
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HEADQUARTERS, ARMY AIR FORCES
WASHINGTON

IN REPLY REFER TO:

9 April 1945

MEMORANDUM FOR GENERAL KUTER:

Subject: Disposition of Certain Air Force Headquarters

I. The Problem

1. Following the defeat of Germany, certain Air Force Headquarters will become surplus to the requirements of overall air effort to complete the defeat of Japan. Under present plans, Ninth Air Force Headquarters will assume control of the Occupational Air Force. No definite plans exist for the continued use of the Eighth, Twelfth and Fifteenth Air Force Headquarters Staffs above wing echelons.

2. Similarly, following the defeat of Japan, certain Air Force Headquarters in the Pacific will become surplus to the requirements of peacetime Air Force strength. While the immediate problem is the disposition of surplus Air Force Headquarters in ETO and MTO, the solution should include a basis for later disposition of similar units now in the Pacific Theater.

II. Discussion

3. Consideration of near term disposition of surplus headquarters begins with requirements for conversion and augmentation of Ninth Air Force Headquarters for its new assignment as Occupational Air Force Headquarters. This will necessitate transfer of certain personnel from other headquarters, the logical sources being the staffs of the Eighth, Twelfth, Fifteenth Air Forces, U. S. Strategic Air Forces in Europe, and Mediterranean Allied Air Force.

4. Thus staff personnel in the above headquarters who are not required by Occupational Air Force will automatically become surplus to the theater under the terms of WD Readjustment Regulations (RR 1-1).

5. To maintain the staff integrity of any of these headquarters, special treatment by the War Department would be required.

6. In view of the high percentage of reserve officers now serving on these staffs, most of whom have been overseas from two to three years, it is expected that a large number of such officers will seek retirement to inactive duty as soon as possible after the defeat of Germany. It is inevitable that progressive reductions in total AAF officer personnel should accompany the redeployment of units to the United States, where demobilization and training cut-backs are planned.

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ADDRESS REPLY TO: COMMANDING GENERAL, ARMY AIR FORCES, WASHINGTON 25, D. C.

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7. Although the respective missions of the above headquarters will not be completed until redeployment of these Air Forces is accomplished, the process of gradual reduction will soon be under way. In this process, the faster that young reserve officers can be selected for retention in the post-war AAF, the sooner other reserve officers will be available for retirement.

8. In view of the above near term considerations, it is considered impractical to preserve the staff integrity of an air force headquarters which has no assignment.

9. As for long term considerations, the size and shape of the post-war Army Air Forces will be dependent upon their assigned mission, the acceptance of this mission by the voting populace, and the resulting congressional appropriations. Present indications are that some six (6) Air Forces will be retained and maintained (three in the United States, one each in the Caribbean, Hawaii and the Philippines), comprising some seventy-five (75) groups. Upon this assumption, an ultimate liquidation of ten (10) operational Air Force Headquarters is indicated, also such higher headquarters as now exist between Air Force level and Headquarters Army Air Forces.

10. While it is not considered feasible, for the reasons stated above, to preserve the staff integrity of any particular air force headquarters, it is believed both practical and desirable to preserve the identity, history and traditions of at least six of our combatant Air Forces, by requesting specific War Department action at this time.

## III. Proposal

11. It is proposed, therefore, that the War Department be requested to designate the following permanent station assignments to the six Air Force Headquarters listed below:

| Headquarters: | Proposed Permanent Station Assignment |
|---|---|
| 5th Air Force | Clark Field, Luzon, Philippine Islands |
| 8th Air Force | Peterson Field, Colorado Springs, Colorado |
| 9th Air Force | Mitchel Field, Hempstead, Long Island, N.Y. |
| 10th Air Force | Hamilton Field, San Francisco, California |
| 15th Air Force | Drew Field, Tampa, Florida |
| 20th Air Force | Hickam Field, Oahu, Hawaii |

## IV. Argument

12. Selection of the above Air Force Headquarters is based upon the fact that these Air Forces include the maximum number of combatant air force veterans. While each of our Air Forces has its own proud record,

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the identities of them all cannot be preserved after the war, and it is believed that by the retention of the six (6) Air Forces named above, the best interests of the nation and the Army Air Forces will be served.

13. As to the respective station assignments, the first three Air Force Headquarters to return to the United States will be the Eighth, Fifteenth and Twelfth (listed in order of size). The logical permanent location for the Eighth Air Force, as the largest veteran unit of all, would appear to be Peterson Field, Colorado, where its post-war mission would correspond in general to the present mission of the Second Air Force. The Fifteenth Air Force, second largest in size, could be logically located at Drew Field, Florida, where its post-war mission would be somewhat similar to the present mission of the Third Air Force, and would include duty throughout the Caribbean Sea and Panama. Although it is not considered practical to retain the identity of the Twelfth Air Force, virtually all its personnel came from or served with either the Eighth or Fifteenth Air Forces, and such personnel retained in the service would normally be assimilated by one or the other of these.

14. Some personnel of the Ninth Air Force will return to the United States soon after the defeat of Germany; others will gradually drift back from the Occupational Air Force. Those who remain in the service would normally be assigned to the permanent home of the Ninth Air Force, at Mitchel Field, New York. It is expected that ultimately the mission of the post-war Ninth Air Force would be similar to the present mission of the First Air Force.

15. Following the defeat of Japan, the personnel of the Fifth Air Force remaining in the service would normally be assigned to that organization's permanent headquarters, at Clark Field, Luzon. Similarly, personnel of the Twentieth Air Force remaining in the service would normally be assigned to their headquarters at Hickam Field, Hawaii, while those of the Tenth Air Force would normally go to Hamilton Field, California.

16. These proposed assignments and allocations are of course purely tentative, and many returning personnel will seek assignment to an air force headquarters other than the "normal" ones indicated above. Furthermore, each of the above headquarters will be augmented by personnel from the ten air force headquarters whose identities are not preserved in the post-war reorganization. It is believed, however, that the above proposal offers the best means of preserving the identities of those Air Forces whose participation was quantitatively the greatest, and whose history, traditions and memories have therefore become the heritage of the greatest number of officers and men of the Army Air Forces.

## V. Recommendation

17. It is therefore recommended that the necessary steps be taken to request the War Department to designate the assignments proposed above in Section III, paragraph 11.

C. V. WHITNEY
Colonel, GSC
Chief, Projects Branch
AC/AS, Plans



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9 April 1945

MEMORANDUM FOR GENERAL KUTER:

Subject: Disposition of Certain Air Force Headquarters

## I. The Problem

1. Following the defeat of Germany, certain Air Force Headquarters will become surplus to the requirements of overall air effort to complete the defeat of Japan. Under present plans, Ninth Air Force Headquarters will assume control of the Occupational Air Force. No definite plans exist for the continued use of the Eighth, Twelfth and Fifteenth Air Force Headquarters Staffs above wing echelons.

2. Similarly, following the defeat of Japan, certain Air Force Headquarters in the Pacific will become surplus to the requirements of peacetime Air Force strength. While the immediate problem is the disposition of surplus Air Force Headquarters in ETO and MTO, the solution should include a basis for later disposition of similar units now in the Pacific Theater.

## II. Discussion

3. Consideration of near term disposition of surplus headquarters begins with requirements for conversion and augmentation of Ninth Air Force Headquarters for its new assignment as Occupational Air Force Headquarters. This will necessitate transfer of certain personnel from other headquarters, the logical sources being the staffs of the Eighth, Twelfth, Fifteenth Air Forces, U. S. Strategic Air Forces in Europe, and Mediterranean Allied Air Force.

4. Thus staff personnel in the above headquarters who are not required by Occupational Air Force will automatically become surplus to the theater under the terms of WD Readjustment Regulations (RR 1-1).

5. To maintain the staff integrity of any of these headquarters, special treatment by the War Department would be required.

6. In view of the high percentage of reserve officers now serving on these staffs, most of whom have been overseas from two to three years, it is expected that a large number of such officers will seek retirement to inactive duty as soon as possible after the defeat of Germany. It is inevitable that progressive reductions in total AAF officer personnel should accompany the redeployment of units to the United States, where demobilization and training cut-backs are planned.

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7. Although the respective missions of the above headquarters will not be completed until redeployment of these Air Forces is accomplished, the process of gradual reduction will soon be under way. In this process, the faster that young reserve officers can be selected for retention in the post-war AAF, the sooner other reserve officers will be available for retirement.

8. In view of the above near term considerations, it is considered impractical to preserve the staff integrity of an air force headquarters which has no assignment.

9. As for long term considerations, the size and shape of the post-war Army Air Forces will be dependent upon their assigned mission, the acceptance of this mission by the voting populace, and the resulting congressional appropriations. Present indications are that some six (6) Air Forces will be retained and maintained (three in the United States, one each in the Caribbean, Hawaii and the Philippines), comprising some seventy-five (75) groups. Upon this assumption, an ultimate liquidation of ten (10) operational Air Force Headquarters is indicated, also such higher headquarters as now exist between Air Force level and Headquarters Army Air Forces.

10. While it is not considered feasible, for the reasons stated above, to preserve the staff integrity of any particular air force headquarters, it is believed both practical and desirable to preserve the identity, history and traditions of at least six of our combatant Air Forces, by requesting specific War Department action at this time.

## III. Proposal

11. It is proposed, therefore, that the War Department be requested to designate the following permanent station assignments to the six Air Force Headquarters listed below:

| Headquarters: | Proposed Permanent Station Assignment |
|---|---|
| 6th Air Force | Clark Field, Luzon, Philippine Islands |
| 8th Air Force | Peterson Field, Colorado Springs, Colorado |
| 9th Air Force | Mitchel Field, Hempstead, Long Island, N.Y. |
| 10th Air Force | Hamilton Field, San Francisco, California |
| 15th Air Force | Drew Field, Tampa, Florida |
| 20th Air Force | Hickam Field, Oahu, Hawaii |

## IV. Argument

12. Selection of the above Air Force Headquarters is based upon the fact that these Air Forces include the maximum number of combatant air force veterans. While each of our Air Forces has its own proud record,





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13. As to the respective station assignments, the first three Air Force Headquarters to return to the United States will be the Eighth, Fifteenth and Twelfth (listed in order of size). The logical permanent location for the Eighth Air Force, as the largest veteran unit of all, would appear to be Peterson Field, Colorado, where its post-war mission would correspond in general to the present mission of the Second Air Force. The Fifteenth Air Force, second largest in size, could be logically located at Drew Field, Florida, where its post-war mission would be somewhat similar to the present mission of the Third Air Force, and would include duty throughout the Caribbean Sea and Panama. Although it is not considered practical to retain the identity of the Twelfth Air Force, virtually all its personnel came from or served with either the Eighth or Fifteenth Air Forces, and such personnel retained in the service would normally be assimilated by one or the other of these.

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V. Recommendation

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Office of the Commander - in - Chief
HEADQUARTERS MEDITERRANEAN ALLIED AIR FORCES
A. P. O. 650

24 February 1945.

Major General L. S. Kuter, USA.,
Ass't Chief of Air Staff, Plans,
Headquarters, Army Air Forces,
WASHINGTON. D.C.

Dear Larry,

Thanks for your letter of 19 February. It was kind of you to let me know of your trip home and to give me the information it contained.

Regarding your idea of redeploying the Fifteenth Air Force Headquarters to Colorado Springs after the war, the following are my present thoughts. -

a. The Fifteenth Air Force Headquarters is a remarkably efficient organization and I believe it makes sense to continue it as long as possible after the war. Your idea would propose one way of doing it.

b. I think the crux of the matter lies in a determination as to whether our purposes would be accomplished. In order to arrive at a determination on this score we would have to find answers to the following questions:-

(i) Is there any reasonable probability that the Fifteenth Air Force Headquarters can be held together with its present personnel for any considerable period after the war, or will the normal personnel changes and releases from the service change the personnel so drastically as to defeat our purposes?

(ii) Does the job which the Fifteenth Air Force now accomplishes compare sufficiently closely with the task which the Second Air Force will have to do after the war to insure that the organization which efficiently accomplishes the former can be expected also efficiently to accomplish the latter?

We must make certain that no schedule for redeployment of the Fifteenth Air Force Headquarters is initiated until the task here is accomplished. Not only must the war in Europe be at an end, but the redeployment of the units of the Fifteenth Air Force must be finished.

I think it is entirely worthwhile to have staff studies made both by you and here to determine the practicability of this idea. I suggest that Idwal Edwards might also be brought into the picture since he knows the Fifteenth and, as G-3 of the War Department, he will undoubtedly have a hand in the post-war War Department and Air Force organization schemes. I imagine also it would be well to



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consult the Commanding General of the Continental Air Force to get his view.

These are merely suggestions. As you well know, I never allow the magnitude of a task to deter me from initiating it or examining it. At first blush it looks like an excellent idea, but the foregoing indicates some considerations which must arise before the project can be approved or initiated.

I am anxiously awaiting the photographs and will start the tiles as soon as they are received.

It was good to see you again and have you visit us, even if briefly. I am hopeful that next time you can spend more time with us. If you could have been with us during the last twelve days, when we have had twelve successive days of full-scale operations, you would have seen something which would have gladdened your heart.

Give my very best to all my friends there.

Sincerely,

IRA C. EAKER
Lieutenant General, U.S.A.
Commanding.



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HEADQUARTERS AAF

# ROUTING SLIP

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| 1. | Col Whitney. | |
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FOR → FOLLOWING ACTION(S) AS CHECKED

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| | COORDINATION | | NOTE AND RETURN | | INFORMATION |
| ✓ | NECESSARY ACTION | | RECOMMENDATION | | FILE |
| | SEE OR PHONE ME | | APPROVAL | | SIGNATURE |

COMMENT

Gen Arnold has not
to Staff study should
include not only
relation of AF to other
AF Hqs but should
also consider
job made for
regulating amount of
type of occupation
which should

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AF HQ-12 HEADQUARTERS AAF

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| 2. | Col Foth | |
| 3. | | |
| 4. | | |
| 5. | | |

FOR → FOLLOWING ACTION(S) AS CHECKED

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| | SEE OR PHONE ME | | APPROVAL | | SIGNATURE |

COMMENT

In incorporation in Staff Study — as discussed.

FROM → OFFICE & INDIVIDUAL: GEN. KUTER — PHONE:



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Office of the Commander - in - Chief
HEADQUARTERS MEDITERRANEAN ALLIED AIR FORCES
A. P. O. 650

7 March 1945

Maj. Gen. L. S. Kuter
Asst. Chief of Air Staff, Plans
Headquarters, Army Air Forces
Washington, D. C.

Dear Larry:

I put to Nate Twining the matter you referred to in your last letter to me - the possibility of moving the Fifteenth Air Force Headquarters to the Second Air Force after redeployment. I am enclosing Nate's reply, which will probably be of interest to you on the subject.

You will see that the principal idea in Nate's mind is to retain the designation Fifteenth Air Force. My personal guess is that that would be impossible even if the headquarters went to Colorado Springs. I imagine the intent is still to keep the four Continental Air Forces the First, Second, Third and Fourth

I have not yet received the picture but am anxiously awaiting it.

Sincerely,

IRA C. EAKER,
Lieutenant General, USA,
Commanding.

Incl:
Cpy ltr from Gen Twining
to Gen. Eaker, 28 Feb '45



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Asst. Chief of Air Staff, Plans
Headquarters, Army Air Forces
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IRA C. EAKER,
Lieutenant General, USA,
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Incl:
Cpy ltr from Gen Twining
to Gen. Eaker, 28 Feb '45

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Director
Aerospace Studies Inst
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Maxwell AFB, Alabama

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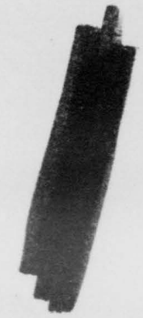
by 6 RY date 6/22/66



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by 6 key date 6/22/66

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HEADQUARTERS, ARMY AIR FORCES
WASHINGTON

[redacted]
Auth: AFDMC
Initials: [redacted]
Date: 21 Aug 1944

AAF Ltr (C) 55-3A 21 August 1944

SUBJECT: Policies and Procedures for Redeployment of Army Air Forces

TO: Chief of Air Staff
Deputy Chiefs of Air Staff (1 each)
Assistant Chiefs of Air Staff (10 each)
Chiefs of Special Offices of Air Staff (1 each)
Commanding General, Air Transport Command (1)

AAF Ltr (C) 55-3, 15 August 1944, is amended as follows:

* * * * * *

IV. Policies

* * * * *

10. Considering the above policies, the requirements to maintain at highest level the operating efficiency of the units concerned and the physical qualifications of the individuals concerned, ground personnel will be reassigned and transferred among units so that, insofar as possible, units scheduled for direct redeployment will be composed of personnel having lowest relative eligibility for return to U.S.; units scheduled for occupation force will be composed of personnel having intermediate relative eligibility; units or casual groups scheduled for return to U.S. for Strategic Reserve or reassignment will be composed of personnel having highest relative eligibility.

* * * * * * [redacted]

By command of General ARNOLD:

Classification canceled (changed to ____)
by authority of Hq USAF (AFDASHA) ltr dtd 15 may 64
by E Ray date 6/22/64

BARNEY M. GILES
Lieutenant General, United States Army
Chief of Air Staff

HEADQUARTERS ARMY AIR FORCES WAR DEPARTMENT OFFICIAL

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(C) 55-3B

HEADQUARTERS, ARMY AIR FORCES
WASHINGTON

: [redacted] :
: Auth: AFDMC :
:
: Initials: HHA C :
: Date: 22 Aug 1944 :

AAF Ltr (C) 55-3B 22 August 1944

SUBJECT: Policies and Procedures for Redeployment of Army Air Forces

TO: Chief of Air Staff
Deputy Chiefs of Air Staff (1 each)
Assistant Chiefs of Air Staff (10 each)
Chiefs of Special Offices of Air Staff (1 each)
Commanding General, Air Transport Command (1)

Tab A, AAF Ltr (C) 55-3, 15 August 1944, is amended as follows:

* * * * *

TAB A

RECONNAISSANCE

Recon: Will have on 1 October six (6) groups in ETO. One (1) Composite group, consisting of two (2) Photo Recon squadrons, two (2) Tactical Recon squadrons, one (1) Photo Technical squadron, one (1) Photo Intelligence Detachment and one (1) Topographical Engineering Co. (AVN) will remain in ETO for occupation forces. One (1) group to CBI by air at U.E. plus 100% reserve in aircraft and crews. Four (4) groups will proceed to the Pacific via the U.S. at U.E.

* * * * *

By Command of General ARNOLD:

HEADQUARTERS ARMY AIR FORCES OFFICIAL WAR DEPARTMENT

BARNEY M. GILES
Lieutenant General, United States Army
Chief of Air Staff

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(C) 55-3
5 Pages
Page 1

HEADQUARTERS, ARMY AIR FORCES
WASHINGTON

CONFIDENTIAL [redacted]

: Auth: AFDMC :
: Initials: JMT :
: Date: 15 Aug 1944 :

AAF LTR (C) 55-3

15 August 1944

SUBJECT: Policies and Procedures for Redeployment of Army Air Forces

TO: Chief of Air Staff
Deputy Chiefs of Air Staff (1 each)
Assistant Chiefs of Air Staff (10 each)
Chiefs of Special Offices of Air Staff (1 each)
Commanding General, Air Transport Command (1)

(This Letter supersedes AAF Letters (C) 55-3, 10 April 1944 and (C) 55-3A, 1 July 1944. The superseded letters will be destroyed by your office in accordance with Army Regulation 380-5.)

I. General

This letter contains the revised AAF policy approved by the Commanding General, AAF for implementation of JCS 521/6. It is directed that all agencies of the Air Staff conform with the policies and procedures contained herein.

II. Definition

E.T.O. includes Europe and Mediterranean Theaters.

III. Assumptions

1. Tactical units of the AAF will be deployed to the fullest extent practicable against Japan upon the defeat of Germany, and in so doing no demobilization of AAF units is contemplated.

2. The redeployment of AAF units will be in accordance with an approved plan. The deployment plan used as a basis for this study is contained in JCS 521/6. While this study has been based on the above plan, the recommended policies and procedures will be applicable to any approved plan which redeploys substantially all available Air Force Units.

3. Germany will be defeated on V day, the first day of V month, which for planning purposes has been assumed to be 1 October 1944. V day can be accurately forecast 30 days in advance.

4. Russian bases for operations against Japan will not be available to the U.S. Air Forces on V day.



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5. Northeast Asia bases for operations against Japan will not be available to the U.S. Forces on V day.

6. The highest priority in transportation will be assigned to the deployment of our forces against Japan. Consequently, shipping will not be available to provide rotation of Air Force ground personnel between ETO and the U.S. during the period of redeployment.

7. The necessity for maximum speed in redeployment to the Pacific areas and limitation of shipping and port facilities normally will require that ground echelons of combat units and service units will proceed direct from ETO to Pacific Areas without restaging in the U.S.

8. AAF units will have priority over Army ground force units in the transfer of forces from ETO to SE Asia and Pacific Theaters.

9. On V day, all theaters will have an approximate 50% reserve of U. E. aircraft and full authorized reserve of crews, except troop carrier which will have 25% reserve of U. E. aircraft and approximately 50% reserve of crews.

10. All types of combat aircraft can be flown from E.T.O. to C.B.I. Theater.

11. All types of HB's and MB's (B-25 and B-26) can be transported by air from European Theater to Pacific Theaters; LB's (A-20 and A-26) can, if required by the exigency of the situation or lack of deck loading space, be advanced by air from the European to the Pacific Theater. Fighters must be transported by water from the European Theater to the Pacific Theater.

12. Aircraft moving from ETO to C.B.I. will not be returned to the U.S. for reconditioning or modification.

13. Aircraft proceeding by air from ETO to the Pacific Theater can be prepared for movement in ETO but will have to be sent to the U.S. for required reconditioning or modification. Aircraft moving by surface vessel can be reconditioned and modified in ETO.

14. Aircraft and crews will be provided from those already in ETO to supply units being redeployed to CBI at U.E. plus 100% reserve, except A-26 and troop carrier. Garrison forces in Europe will be equipped with 50% reserve in aircraft and provided with 25% reserve in crews. Combat aircraft and crews being redeployed to the Pacific by air will proceed via the U.S. with such aircraft as are available. The build-up to U.E. and 50% reserve will be supplied in the U.S. Crews for which aircraft are not available will be provided with No. 1 priority for air transport from ETO to the U.S.



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15. The flow of aircraft and combat crews from the U.S. to the C.B.I. to supply attrition requirements will be modified by V day to the extent that aircraft are available to be sent to CBI from ETO.

16. The European and Mediterranean Theaters of operation will become one theater under unified command on or before V day.

17. The desired priority of arrival of combat units in Pacific areas will probably be:

a. Very heavy bombers
b. Long-range day fighters
c. Heavy bombers
d. Troop carriers (in ratio 1 gp to 4 other type combat groups)
e. Night fighters
f. Medium or light bombers
g. Photo recon
h. Tac. recon. (dependent on ground Forces movement from ETO)

18. Emphasis will be placed upon early redeployment of construction elements of service troops, establishment of depots and intermediate supply and maintenance establishments in the order named.

19. Approximately 75% of all first line combat aircraft in ETO on V day will become suitable for ultimate redeployment to combat theaters or for return to the U.S. for training purposes.

20. Combat groups will be redeployed at full T/O & E strengths, which will be VHB 30, HB 48; M&LB 64; Ftr 75; T/C 64; Recon Sq Tac/r 18; Ph & M 12; Night Ftr Sqd 12; Liaison 32, and reserves as indicated in Tab A.

IV. Policies

1. Types of units should flow to a given theater in the order requested by the theater commander concerned.

2. Priority of shipment as between theaters will be determined by this headquarters in conformance with over-all strategic plans.

3. Arrival of basic service units should precede that of combat units, initially, and thereafter be maintained in the general ratio outlined by AAF Regulation 65-1.

4. All air force personnel included in service units now deployed in 8th, 9th, 12th, and 15th Air Forces will be reorganized into standard units before being deployed. Non-standard units will be inactivated and formed into standard units. After V-30, and during the



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period of redeployment, any reorganization of service and combat units on other than T/Os standard as of V-30 will require the personal approval of the Chief of Air Staff.

5. Insofar as feasible, units that have been in the ETO the shortest length of time will be redeployed to the C.B.I. and Pacific combat areas. Units returned to the U.S. will be selected from those units that have been in the E.T.O. the longest length of time. The requirements for the forces of occupation will be drawn from the remainder.

6. All units of Army Air Forces being redeployed to combat areas will be re-equipped (except for aircraft which is covered separately) to the extent possible in the ETO to full T/O & E. Shortages in personnel and equipment of priority units will be supplied from stocks or from units in ETO. Prior to movement from ETO to combat areas all units will be subject to Air POM inspection. Any shortages in equipment for the occupational force will be supplied from the U.S.

7. Such Wing Headquarters, Division Headquarters and Air Force Headquarters as are not to be redeployed will be retained intact and maintained in a state of readiness for movement.

8. USTAF Headquarters will assume supervision and control over the reorganization and preparation of all AAF units to be redeployed from ETO to the Pacific and CBI Theaters and the U.S.

9. The Ninth Air Force Headquarters will assume responsibility for control over the Occupational Force. Personnel required to complete the organization of this headquarters will be withdrawn from other AF headquarters in ETO.

10. Considering the above policies, the requirements to maintain at the highest level the operating efficiency of the units concerned, and the physical qualifications of the individuals concerned, ground personnel will be reassigned and transferred among units so that, insofar as possible, units scheduled for direct redeployment will be composed of personnel having least time on foreign service; units scheduled for occupation force will be composed of personnel having intermediate time on foreign service; units or casual groups scheduled for return to U.S. for Strategic Reserve or reassignment will be composed of personnel having the most time on foreign service.

11. A 90-day wartime supply level will be attained and maintained in the ETO on and after V day, and excess supplies will be inventoried and disposed of in accordance with then existing regulations.

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12. Combat units destined for C.B.I. from ETO will be moved at unit equipment aircraft plus 100% reserve in aircraft and crews.

13. All types of aircraft, except liaison, will be flown from ETO to C.B.I.

14. Necessary action will be taken to accelerate rotation to Asiatic-Pacific Theaters. Consideration will be given to establishing rotation to ETO for the occupational force when and if necessary shipping can be made available.

15. Ground personnel attrition planning rate for ETO will be reduced immediately to that of Z/I. Overstrengths will not be kept in theater in anticipation of losses. Replacements will be requisitioned in the normal manner, and supplied by MOS, if available, otherwise in basic categories.

16. Personnel surplus to requirements for all units will be returned to U.S. as shipping is made available.

17. No gliders will be redeployed.

18. All air echelons will move under ATC control. (This to include movement to and from the U.S.)

V. Procedures

1. AC/AS, Plans will designate:

a. The number of combat units by type to be moved and to what theater they are to be assigned.

b. The priority of type units in such movements.

2. These combat units will be matched with appropriate service units.

3. A summary of the schedules of redeployment of combat units remaining in ETO Occupation Force, the movement of combat units from ETO to the Pacific Theaters and to U.S. Strategic Reserve, together with attendant re-equipment, transitional training and related problems are contained in Tab A.

By command of General ARNOLD:

HEADQUARTERS ARMY AIR FORCES
OFFICIAL
WAR DEPARTMENT

Tab A

BARNEY M. GILES
Lieutenant General, United States Army
Chief of Air Staff

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DISTRIBUTION
[illegible], plus
75 additional to AC/AS, Plans

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TAB A

HEAVY BOMBERS

B-24: Will have on 1 October in ETO 29½* groups. Ten (10) groups to CBI at 100% reserve in aircraft and crews; fourteen (14) groups flown to U.S. at U.E. for strategic reserve pending conversion to VHB. Reserve crews will be assigned from the U.S. to combat theaters. Two (2) squadrons will be flown to the U.S. for disposition. B-24 groups will be converted to VHB as availability of VHB aircraft permits. Five (5) groups to U.S. to be converted to VLR transports.

B-17: Will have on 1 October in ETO 33 groups. Five (5) groups remain in ETO for occupation forces at U.E. plus 50% reserve in aircraft and 25% in crews; eleven (11) groups to U.S. for the strategic reserve with remaining available aircraft (estimated at approximate U.E.); five (5) groups will go via the U.S. at 100% U.E. plus 50% reserve to North Pacific; six (6) groups will go via the U.S. at 100% U.E. plus 100% reserve to Central Pacific; six (6) groups will go via the U.S. at 100% U.E. plus 100% reserve to Southwest Pacific.

* Giving effect to conversion of 5 B-24 to 5 B-17 groups.

MEDIUM AND LIGHT BOMBERS

B-26: Will have on 1 October eleven (11) groups in ETO. Three (3) groups will remain in ETO occupation force; five (5) groups to U.S. to receive A-26s and proceed - one (1) group to Southwest Pacific and four (4) groups to Central Pacific. Three (3) groups to U.S. for strategic reserve. These last three groups to fly back at U.E. if no other profitable disposition of aircraft to foreign countries is contemplated. These three groups to be converted to A-26 groups.

B-25: Will have on 1 October three (3) groups in ETO. These three groups go to the Pacific by air at U.E. via the U.S. - one (1) group to North Pacific and two (2) groups to Central Pacific. Reserve aircraft in ETO to be sent by air to CBI as attrition replacements.

A-20: Will have on 1 October three (3) groups in ETO. The aircraft will be disposed of to friendly countries. All units will be returned to U.S. by water to be transitioned to A-26 groups, one (1) group for Central Pacific and two (2) groups for strategic reserve.

A-26: Will have on 1 October one (1) group in ETO. This group will go to the CBI with all available aircraft and crews. If CBI requirements for this type of aircraft have been filled prior to V day, this group will be returned to the U.S. without aircraft, which will be sent to CBI.

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FIGHTERS

P-47: Will have on 1 October twenty-three (23) groups in ETO. Ten (10) groups remain in ETO for occupation forces. Six (6) groups to U.S. for the Strategic Reserve. Aircraft of these six (6) groups stay in ETO for attrition for occupation forces. Seven (7) groups to the Pacific by water to be re-equipped with P-51s from the U.S.

P-51: Will have on 1 October seventeen (17) groups in ETO. Four (4) groups to U.S. for the strategic reserve (by air if practicable at U.E. with aircraft suitable for training purposes). Two (2) groups to be flown to CBI with U.E. plus 100% reserve aircraft and crews. Eleven (11) groups to be shipped by water to the Pacific at U.E. Reserve aircraft and crews to be shipped from U.S. The aircraft remaining in the theater which can be made serviceable will be flown or shipped to CBI as attrition aircraft.

P-38: Will have on 1 October six (6) groups in ETO. One (1) group will be flown at U.E. strength to U.S. for the Strategic Reserve. Two (2) groups will be flown to CBI at U.E. plus 50% reserve. Three (3) groups will be shipped by water to the Pacific at U.E. Reserve aircraft and crews for these three (3) groups will be sent to the Pacific from U.S. The aircraft remaining in ETO will be flown or shipped to CBI as attrition aircraft for that theater.

TROOP CARRIER

C-47: Will have on 1 October seventeen (17) groups in ETO. Two (2) groups plus two (2) squadrons remain in ETO for occupation forces at U.E. plus 25% reserve aircraft and 100% reserve crews. Three (3) groups to U.S. by air at U.E. for the strategic reserve. One (1) group goes to CBI by air at U.E. plus 25% reserve in aircraft and 100% reserve crews. Eleven (11) groups, less three (3) squadrons will go to the Pacific by air via the U.S. with all flyable aircraft. The remaining one (1) squadron will go to the U.S. by air for disposition. The two (2) Air Transport Groups will remain in ETO for the occupation forces.

RECONNAISSANCE

Recon: Will have on 1 October six (6) groups in ETO. One (1) group to remain in ETO for Occupation forces at U.E. and 50% reserve in aircraft and crews. One (1) Composite group, consisting of two (2) Photo Recon squadrons, two (2) Tactical Recon squadrons, one (1) Photo Technical squadron, one (1) Photo Intelligence Detachment and one (1) Topographical Engineering Co. (AVN) will remain in ETO for occupation forces.



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NIGHT FIGHTER
(squadrons)

Will have on 1 October seven (7) squadrons in ETO., Four (4) squadrons remain in ETO for occupation forces. Three (3) squadrons will go to the Pacific by water with operational aircraft.

LIAISON
(squadrons)

Will have on 1 October seven (7) squadrons in ETO. Five (5) squadrons remain in ETO for occupation forces. One (1) squadron to be shipped to the Pacific. One (1) squadron to be shipped to CBI.

EMERGENCY RESCUE

Will have one (1) squadron on 1 October in ETO. This squadron will go to the Pacific by air via the U.S. at U.E.

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Written 20 Apr 1944
ALJ/wz/5835
APR 2 1 1944

MEMORANDUM FOR THE COMMANDING GENERAL, AAF INDIA BURMA SECTOR, CHINA-BURMA-INDIA THEATER:

Subject: Deployment of U. S. Forces--Extract from JCS 521/5 (For Planning Purposes Only).

1. Authority has been granted to exchange data between higher headquarters and planning agencies in the Field. Accordingly, the attached appendices are inclosed for your information.

2. Your staff should be cautioned that the subject matter is not binding and is to be considered for planning purposes only.

For the Commanding General, Army Air Forces:

2 Incls
Incl 1 Appendix "A"
Incl 2 Appendix "B"

L. S. KUTER
Major General, U.S.A.
Assistant Chief of Air Staff,
Plans

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Written 18 Apr 1944
ALJ wz/5835
APR 2 1 1944

MEMORANDUM FOR THE COMMANDING GENERAL, THIRTEENTH AIR FORCE:

Subject: Deployment of U.S. Forces--Extract from JCS 521/5 (For Planning Purposes Only).

1. Authority has been granted to exchange data between higher headquarters and planning agencies in the Field. Accordingly, the attached appendices are inclosed for your information.

2. Your staff should be cautioned that the subject matter is not binding and is to be considered for planning purposes only.

For the Commanding General, Army Air Forces:

3 Incls
Incl 1 Appendix "A"
Incl 2 Appendix "B"
Incl 3 Appendix "C"

L. S. KUTER
Major General, U.S.A.
Assistant Chief of Air Staff,
Plans

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Written 18 April 1944
'LJ/wz/5835
APR 2 1 1944

MEMORANDUM FOR THE COMMANDING GENERAL, TENTH AIR FORCE:

Subject: Deployment of U. S. Forces--Extract from JCS 521/5 (For Planning Purposes Only).

1. Authority has been granted to exchange data between higher headquarters and planning agencies in the Field. Accordingly, the attached appendices are inclosed for your information.

2. Your staff should be cautioned that the subject matter is not binding and is to be considered for planning purposes only.

For the Commanding General, Army Air Forces:

2 Incls
Incl 1 Appendix "A"
Incl 2 Appendix "B"

L. S. KUTER
Major General, U.S.A.
Assistant Chief of Air Staff,
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APPENDIX "A"

FOR PLANNING PURPOSES ONLY

DEPLOYMENT OF U. S. FORCES - DEFEAT OF GERMANY ASSUMED AS 1 JULY 1944

BASED ON THE ASSUMPTION THAT RUSSIA ENTERS THE WAR AGAINST JAPAN
(Extracted from JCS 521/5)

| | COMBAT AIRCRAFT | | | | | | |
|---|---|---|---|---|---|---|---|
| | ARMY AIR FORCES (Groups and U. S.) | | | | | | |
| CHINA-BURMA-INDIA: | VH/B | H/B | M&L/B | Ftr & Ftr/B | Ftr (N) | Recon | T/C |
| Deployment as of 30 June 44 (Germany not defeated) | 4 (112) | 2 (96) | 2 (114) | 6 (500) | 1 Sq (12) | 1 (96) | 1 (64) |
| 30 June 44 to 30 Sept 44 | 4 (112) | 4 (192) | 3 (171) | 8 (600) | 2 Sq (24) | 2 (120) | 2 (128) |
| 30 Sept 44 to 31 Dec 44 | 4 (112) | 8 (384) | 3 (171) | 10 (750) | 2 Sq (24) | 2 (120) | 2 (128) |
| 31 Dec 44 to 31 March 45 | 4 (112) | 12 (576) | 3 (171) | 10 (750) | 2 Sq (24) | 2 (120) | 2 (128) |

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APPENDIX "B"

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FOR PLANNING PURPOSES ONLY

DEPLOYMENT OF U. S. FORCES - DEFEAT OF GERMANY ASSUMED AS 1 OCTOBER 1944

BASED ON THE ASSUMPTION THAT RUSSIA ENTERS THE WAR AGAINST JAPAN
(Extracted from JCS 521/5)

| | COMBAT AIRCRAFT | | | | | | |
|---|---|---|---|---|---|---|---|
| | ARMY AIR FORCES (Groups and U.S.) | | | | | | |
| CHINA-BURMA-INDIA: | VH/B | H/B | M&L/B | Ftr & Ftr/B | Ftr (N) | Recon | T/C |
| Deployment as of 30 Sept 44 (Germany not defeated) | 4 (112) | 2 (96) | 2 (114) | 6 (500) | 2 Sq (24) | 1 (96) | 1 (64) |
| 30 Sept 44 - 31 Dec 44 | 4 (112) | 4 (192) | 3 (171) | 8 (600) | 2 Sq (24) | 2 (120) | 2 (128) |
| 31 Dec 44 - 31 March 45 | 4 (112) | 8 (384) | 3 (171) | 10 (750) | 2 Sq (24) | 2 (120) | 2 (128) |
| 31 March 45 - 30 June 45 | - | 12 (576) | 3 (171) | 10 (750) | 2 Sq (24) | 2 (120) | 2 (128) |

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Written 18 Apr 1944
ALJ/wz/5835
APR 21 1944

MEMORANDUM FOR THE COMMANDING GENERAL, ELEVENTH AIR FORCE:

Subject: Deployment of U. S. Forces--Extract from JCS 521/5 (For Planning Purposes Only).

1. Authority has been granted to exchange data between higher headquarters and planning agencies in the Field. Accordingly, the attached appendices are inclosed for your information.

2. Your staff should be cautioned that the subject matter is not binding and is to be considered for planning purposes only.

For the Commanding General, Army Air Forces:

3 Incls
Incl 1 Appendix "A"
Incl 2 Appendix "B"
Incl 3 Appendix "C"

L. S. KUTER
Major General, U.S.A.
Assistant Chief of Air Staff,
Plans

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APPENDIX "A"

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FOR PLANNING PURPOSES ONLY

DEPLOYMENT OF U. S. FORCES - DEFEAT OF GERMANY ASSUMED AS 1 JULY 1944

BASED ON THE ASSUMPTION THAT RUSSIA ENTERS THE WAR AGAINST JAPAN
(Extracted from JCS 521/5)

| | COMBAT AIRCRAFT | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | ARMY AIR FORCES (Groups and U.E.) | | | | | | | NAVAL AIR FORCES (LAND BASED) (Squadron and U.E.) | | | | |
| NORTH PACIFIC: | VH/B | H/B | M&L/B | Ftr & Ftr/B | Ftr(N) | Recon | T/C | PB(HL) | PB(ML) | PB(HS) | PB(MS) | PB(LS) |
| | | *Comp | | | | | | | | | | |
| Deployment as of 30 June 44 (Germany not defeated) | - | 1 (24) | - | 1 (100) | - | - | 1 Sq (16) | - | 2 (24) | - | 2 (24) | 4 (48) |
| 30 June 44 to 30 Sept 44 | - | 3 (144) | | 3 (225) | 1 Sq (12) | 1 (30) | 1 (64) | - | 2 (24) | - | 2 (24) | 4 (48) |
| 30 Sept 44 to 31 Dec 44 | - | 6 (288) | 1 (57) | 5 (375) | 1 Sq (12) | 1 (30) | 1 (64) | - | 2 (24) | - | 2 (24) | 4 (48) |
| 31 Dec 44 to 31 March 45 | | 8 (384) | 1 (57) | 6 (450) | 1 Sq (12) | 1 (30) | 1 (64) | - | 2 (24) | - | 2 (24) | 4 (48) |

*Composite Group

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APPENDIX "B"

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FOR PLANNING PURPOSES ONLY

DEPLOYMENT OF UNITED STATES FORCES - DEFEAT OF GERMANY ASSUMED AS 1 OCTOBER 1944

BASED ON THE ASSUMPTION THAT RUSSIA ENTERS THE WAR AGAINST JAPAN

(Extracted from JCS 421/5)

COMBAT AIRCRAFT

| | ARMY AIR FORCES (Groups and U.E.) | | | | | | NAVAL AIR FORCES (LAND BASED) (Squadron and U.E.) | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| NORTH PACIFIC: | VH/B | H/B *Comp | M&L/B | Ftr & Ftr/B | Ftr(N) | Recon | T/C | PB(HL) | PB(ML) | PB(MS) | PB(LS) |
| Deployment as of 30 Sept 44 (Germany not defeated) | - | 1 (24) | - | 1 (100) | - | - | 1 Sq (16) | | 2 (24) | 2 (24) | 4 (48) |
| 30 Sept 44 - 31 Dec 44 | - | 3 (144) | 1 (57) | 3 (225) | 1 Sq (12) | 1 (30) | 1 (64) | | 2 (24) | 2 (24) | 4 (48) |
| 31 Dec 44 - 31 March 45 | - | 6 (288) | 1 (57) | 5 (375) | 1 Sq (12) | 1 (30) | 1 (64) | | 2 (24) | 2 (24) | 4 (48) |
| 31 March 45 - 30 June 45 | - | 8 (384) | 1 (57) | 6 (450) | 1 Sq (12) | 1 (30) | 1 (64) | | 2 (24) | 2 (24) | 4 (48) |

*Composite Group

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APPENDIX "C"

SUMMARY OF CARRIER AIR GROUPS AND SQUADRONS

TO BE OPERATIONALLY READY BY QUARTERS FROM
31 December 1943 to 31 December 1944

| | 12/31/43 Pac. | 3/31/44 Pac. | 6/30/44 Pac. | 9/30/44 Pac. | 12/31/44 Pac. |
|---|---|---|---|---|---|
| CV Groups | 12 | 15 | 18 | 20 | 25 |
| No. A/C | 1080 | 1350 | 1620 | 1800 | 2250 |
| CVL Groups | 11 | 12 | 12 | 14 | 17 |
| No. A/C | 363 | 396 | 396 | 462 | 561 |
| CVE(CIM) Gps | 6 | 6 | 6 | 6 | 9 |
| No. A/C | 198 | 198 | 198 | 198 | 297 |
| Sqs. | | | | | |
| CVE(C-3 Kaiser) | 10 | 16 | 30 | 45 | 55 |
| No. A/C | 300 | 480 | 900 | 1350 | 1650 |
| VF(N)Carrier Sqs | 0 | 1 | 3 | 7 | 11 |
| No. A/C | 0 | 12 | 36 | 84 | 132 |
| TOTAL No. A/C | 1941 | 2436 | 3150 | 3894 | 4890 |

NORMAL OPERATING COMPLEMENT

CV - 36 VF, 36 VSB, 19 VTB
CVL - 24 VF, 9 VTB
CVE - 18 VF, 12 VTB

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FOR PLANNING PURPOSES ONLY

APPENDIX "A"

DEPLOYMENT OF U. S. FORCES - DEFEAT OF GERMANY ASSUMED AS 1 JULY 1944

BASED ON THE ASSUMPTION THAT RUSSIA ENTERS THE WAR AGAINST JAPAN
(Extracted from JCS 421/5)

COMBAT AIRCRAFT

| | ARMY AIR FORCES (Groups and U.E.) | | | | | | | NAVAL AIR FORCES (LAND BASED) (Squadron and U.E.) | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| CENTRAL PACIFIC: | VH/B | H/B | M&L/B | Ftr & Ftr/B | Ftr (N) | Recon | T/C | PB(H&L) | PB(M) | PB(L&S) | PB(MS) | PB(LS) | T | Photo | B(HO) | B(M) | Ftr | Ftr (N) | Rec. (VOF) | LTA (c) |
| Deployment as of 30 June 44 (Germany not defeated) | | 3 (144) | 1 (57) | 24 Sq (225) | 1 Sq (12) | 2 Sq (24) | 2 Sq (32) | 4 (48) | 7 (84) | 2 (24) | 9 (108) | 10 (120) | 3 (36) | 4 (36) | 13 (234) | 4 (48) | 17 (306) | 4 (48) | 3 (54) | - |
| 30 June 44 to 30 Sept 44 | 4 (112) | 5 (240) | 2 (114) | 44 Sq (325) | 4 Sq (48) | 1 (60) | 1 (64) | 5 (60) | 11 (132) | 1 (12) | 13 (156) | 12 (144) | 7 (84) | 4 (36) | 29 (522) | 6 (72) | 33 (594) | 6 (72) | 5 (90) | 6 (48) |
| 30 Sept 44 to 31 Dec 44 | 10 (280) | 8 (384) | 3 (171) | 64 Sq (475) | 4 Sq (48) | 2 (120) | 2 (128) | 15 (180) | 15 (180) | - - | 19 (228) | 17 (204) | 7 (84) | 5 (48) | 37 (666) | 6 (72) | 46 (828) | 8 (96) | 6 (108) | 6 (48) |
| 31 Dec 44 to 31 March 45 | 12 (336) | 8 (384) | 3 (171) | 84 Sq (625) | 4 Sq (48) | 2 (120) | 2 (128) | 20 (240) | 21 (252) | - - | 22 (264) | 17 (204) | 7 (84) | 6 (72) | 43 (774) | 6 (72) | 59 (1062) | 11 (132) | 4 (72) | 6 (48) |
| PACIFIC: (b) | | | | | | | | | | | | | | | | | | | | |
| Deployment as of 30 June 44 (Germany not defeated) | - - | - - | - - | - - | - - | - - | - - | 2 (24) | 1 (12) | - - | 4 (48) | - - | - - | - - | 5 (90) | - - | 6 (108) | - - | - - | - - |
| 30 June 44 to 30 Sept 44 | | | | | | | | 10 (120) | 9 (108) | - - | 8 (96) | 11 (132) | - - | 2 (24) | 6 (108) | 2 (24) | 9 (162) | 2 (24) | - - | - - |
| 30 Sept 44 to 31 Dec 44 | | | | | | | | 5 (60) | 8 (96) | - - | 6 (72) | 10 (120) | - - | 2 (24) | 8 (144) | 2 (24) | 12 (216) | 2 (24) | - - | - - |
| 31 Dec 44 to 31 March 45 | | | | | | | | 5 (60) | 8 (96) | - - | 6 (72) | 10 (120) | - - | 2 (24) | 11 (198) | 2 (24) | 12 (216) | 2 (24) | 2 (36) | - - |
| SOUTH PACIFIC: | | | | | | | | | | | | | | | | | | | | |
| Deployment as of 30 June 44 (Germany not defeated) | | 24 Sq (108) | 1 (57) | 2 (150) | 1 Sq (12) | 1 (28) | 24 Sq (48) | 2 (24) | 2 (24) | | 6 (72) | 6 (72) | 4 (48) | 2 (12) | 12 (216) | 2 (24) | 12 (216) | 2 (24) | 1 (18) | |
| 30 June 44 to 30 Sept 44 | | | | | | | | | | | | | | | | | | | | |
| 30 Sept 44 to 31 Dec 44 | | | | | | | | | | | | | | | | | | | | |
| 31 Dec 44 to 31 March 45 | | | | | | | | | | | | | | | | | | | | |

NOTE: COMBAT GROUND FORCES AND AIRCRAFT PREVIOUSLY DEPLOYED IN THE SOUTH PACIFIC HAVE BEEN REDEPLOYED TO THE CENTRAL OR SOUTHWEST PACIFIC AREAS AS AN INDICATION OF FORCES THAT MIGHT BE AVAILABLE FOR OPERATIONS IN THESE AREAS. THIS WILL BE REVISED TO REFLECT CHANGES APPROVED IN J.C.S. 713/5 AFTER GARRISON REQUIREMENTS HAVE BEEN DETERMINED.

| | | | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| SOUTHWEST PACIFIC: | | | | | | | | | | | | | | | | | | | | |
| Deployment as of 30 June 44 (Germany not defeated) | | 4 (192) | 5 (285) | 6 (450) | 3 Sq (36) | 2 (100) | 4 Sq (288) | | | | 5 (60) | 1 (12) | | | | | | | | |
| 30 June 44 to 30 Sept 44 | | 10 (480) | 7 (399) | 16 (1200) | 8 Sq (96) | 4 Sq (270) | 14 (896) | - | - | - | 8 (96) | 5 (60) | - | - | - | - | - | - | - | - |
| 30 Sept 44 to 31 Dec 44 | - | 20 (960) | 12 (684) | 20 (1500) | 10 Sq (120) | 4 Sq (270) | 18 (1072) | - | - | - | 8 (96) | 5 (60) | - | - | - | - | - | - | - | - |
| 31 Dec 44 to 31 March 45 | 4 (112) | 24 (1152) | 15 (855) | 24 (1800) | 10 Sq (120) | 4 Sq (270) | 18 (1072) | - | - | - | 8 (96) | 5 (60) | - | - | - | - | - | - | - | - |

(b) Ground forces are set-up for specific operations Spring 1945 (C.C.S. 417/2. Mounted from Central or S.W. Pacific bases, as the situation requires, otherwise to remain in U.S. as part of strategic reserve.

(c) The LTA deployment is currently under study.

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APPENDIX "A" [redacted]

FOR PLANNING PURPOSES ONLY

DEPLOYMENT OF U. S. FORCES - DEFEAT OF GERMANY ASSUMED AS 1 JULY 1944

BASED ON THE ASSUMPTION THAT RUSSIA ENTERS THE WAR AGAINST JAPAN
(Extracted from JCS 421/5)

COMBAT AIRCRAFT

| | ARMY AIR FORCES (Groups and U.E.) | | | | | | | NAVAL AIR FORCES (LAND BASED) (Squadron and U.E.) | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | VB/B | H/B | M&L/B | Ftr & Ftr/B | Ftr (N) | Recon | T/C | PB(HL) | PB(ML) | PB(LS) | PB(MS) | PB(LS) | T | Photo | B(TSD) | B(M) | Ftr | Ftr (N) | Rec. (VOF) | LTA (a) |
| 30 June 44 (Defeated) | | 3 (144) | 1 (57) | 24 Sq (225) | 1 Sq (12) | 2 Sq (24) | 2 Sq (32) | 4 (48) | 7 (84) | 2 (24) | 9 (108) | 10 (120) | 3 (36) | 4 (36) | 13 (234) | 4 (48) | 17 (306) | 4 (48) | 3 (54) | - |
| Sept 44 | 4 (112) | 5 (240) | 2 (114) | 44 Sq (325) | 4 Sq (48) | 1 (60) | 1 (64) | 5 (60) | 11 (132) | 1 (12) | 13 (156) | 12 (144) | 7 (84) | 4 (36) | 29 (522) | 6 (72) | 33 (594) | 6 (72) | 5 (90) | 6 (48) |
| Dec 44 | 10 (280) | 8 (384) | 3 (171) | 64 Sq (475) | 4 Sq (48) | 2 (120) | 2 (128) | 15 (180) | 15 (180) | - - | 19 (228) | 17 (204) | 7 (84) | 5 (48) | 37 (666) | 6 (72) | 46 (828) | 8 (96) | 6 (108) | 6 (48) |
| March 45 | 12 (336) | 8 (384) | 3 (171) | 84 Sq (625) | 4 Sq (48) | 2 (120) | 2 (128) | 20 (240) | 21 (252) | - - | 22 (264) | 17 (204) | 7 (84) | 6 (72) | 43 (774) | 6 (72) | 59 (1062) | 11 (132) | 4 (72) | 6 (48) |
| 30 June 44 (Defeated) | - - | - - | - - | - - | - - | - - | - - | 2 (24) | 1 (12) | - - | 4 (48) | - - | - - | - - | 5 (90) | - - | 6 (108) | - - | - - | - - |
| Sept 44 | | | | | | | | 10 (120) | 9 (108) | - - | 8 (96) | 11 (132) | - - | 2 (24) | 6 (108) | 2 (24) | 9 (162) | 2 (24) | - - | - - |
| Dec 44 | | | | | | | | 5 (60) | 8 (96) | - - | 6 (72) | 10 (120) | - - | 2 (24) | 8 (144) | 2 (24) | 12 (216) | 2 (24) | - - | - - |
| March 45 | | | | | | | | 5 (60) | 8 (96) | - - | 6 (72) | 10 (120) | - - | 2 (24) | 11 (198) | 2 (24) | 12 (216) | 2 (24) | 2 (36) | - - |
| 30 June 44 (Defeated) | | 24 Sq (108) | 1 (57) | 2 (150) | 1 Sq (12) | 1 (28) | 24 Sq (48) | 2 (24) | 2 (24) | | 6 (72) | 6 (72) | 4 (48) | 2 (12) | 12 (216) | 2 (24) | 12 (216) | 2 (24) | 1 (18) | |
| Sept 44 | | | | | | | | | | | | | | | | | | | | |
| Dec 44 | | | | | | | | | | | | | | | | | | | | |
| March 45 | | | | | | | | | | | | | | | | | | | | |
| 30 June 44 (Defeated) | | 4 (192) | 5 (285) | 6 (450) | 3 Sq (36) | 2 (100) | 44 (288) | | | | | 5 (60) | 1 (12) | - - | - - | - - | - - | - - | - - | - - |
| Sept 44 | | 10 (480) | 7 (399) | 16 (1200) | 8 Sq (96) | 44 Sq (270) | 14 (896) | - | - | - | | 8 (96) | 5 (60) | - - | - - | - - | - - | - - | - - | - - |
| Dec 44 | - | 20 (960) | 12 (684) | 20 (1500) | 10 Sq (120) | 44 Sq (270) | 18 (1072) | - | - | - | | 8 (96) | 5 (60) | - - | - - | - - | - - | - - | - - | - - |
| March 45 | 4 (112) | 24 (1152) | 15 (855) | 24 (1800) | 10 Sq (120) | 44 Sq (270) | 18 (1072) | - | - | - | | 8 (96) | 5 (60) | - - | - - | - - | - - | - - | - - | - - |

NOTE: COMBAT GROUND FORCES AND AIRCRAFT PREVIOUSLY DEPLOYED IN THE SOUTH PACIFIC HAVE BEEN REDEPLOYED TO THE CENTRAL OR SOUTHWEST PACIFIC AREAS AS AN INDICATION OF FORCES THAT MIGHT BE AVAILABLE FOR OPERATIONS IN THESE AREAS. THIS WILL BE REVISED TO REFLECT CHANGES APPROVED IN J.C.S. 713/5 AFTER GARRISON REQUIREMENTS HAVE BEEN DETERMINED.

(b) Ground forces are set-up for specific operations Spring 1945 (C.C.S. 417/2. Mounted from Central or S.W. Pacific bases, as the situation requires, otherwise to remain in U.S. as part of strategic reserve.

(a) The LTA deployment is currently under study.

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APPENDIX "B"

FOR PLANNING PURPOSES ONLY

DEPLOYMENT OF U. S. FORCES - DEFEAT OF GERMANY ASSUMED AS 1 OCTOBER 1944

BASED ON THE ASSUMPTION THAT RUSSIA ENTERS THE WAR AGAINST JAPAN

Extracted from JCS 521/5

| | COMBAT AIRCRAFT | | | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | ARMY AIR FORCES (Groups and U.E.) | | | | | | | NAVAL AIR FORCES (LAND BASED) (Squadron and U.E.) | | | | | | | | | | | | | |
| CENTRAL PACIFIC: | VH/B | H/B | M&L/B | Ftr & Ftr/B | Ftr (N) | Recon | T/C | FB(HL) | FB(ML) | FB(HS) | FB(MS) | FB(LS) | T | Photo | B(LRD) | B(s) | Ftr | Ftr (N) | Rec. (VJ) | LTA (e) |
| Deployment as of 30 Sept 44 (Germany not defeated) | 4 (112) | 3 (144) | 1 (57) | 24-18q (228) | 1 Sq (12) | 2 Sq (24) | 2 Sq (32) | 5 (60) | 10 (120) | 1 (12) | 13 (156) | 12 (144) | 7 (84) | 4 (42) | 29 (522) | 6 (72) | 33 (594) | 6 (72) | 5 (90) | - |
| 30 Sept 44 - 31 Dec 44 | 10 (280) | 5 (240) | 2 (114) | 4-18q (325) | 4 Sq (48) | 1 (60) | 1 (64) | 10 (120) | 12 (144) | - | 13 (156) | 12 (144) | 7 (84) | 5 (60) | 37 (666) | 6 (72) | 46 (828) | 8 (96) | 5 (90) | 6 (36) |
| 31 Dec 44 - 31 March 45 | 12 (336) | 8 (384) | 3 (171) | 6-18q (475) | 4 Sq (48) | 2 (120) | 2 (128) | 20 (240) | 21 (252) | - | 22 (264) | 17 (204) | 7 (84) | 6 (72) | 43 (774) | 6 (72) | 59 (1062) | 15 (180) | 5 (90) | 6 (36) |
| 31 March 45 - 30 June 45 | 24 (672) | 8 (384) | 3 (171) | 8-18q (625) | 4 Sq (48) | 2 (120) | 2 (128) | 29 (348) | 21 (252) | - | 22 (264) | 17 (204) | 7 (84) | 6 (72) | 43 (774) | 6 (72) | 59 (1062) | 15 (180) | 5 (90) | 6 (36) |
| PACIFIC: (b) | | | | | | | | | | | | | | | | | | | | | |
| Deployment as of 30 Sept 44 (Germany not defeated) | | | | | | | | 5 (60) | 1 (12) | | 6 (72) | - | - | 2 (24) | 6 (108) | 2 (24) | 9 (162) | 2 (24) | - | - |
| 30 Sept 44 - 31 Dec 44 | | | | | | | | 10 (120) | 9 (108) | | 8 (96) | 11 (132) | - | 2 (24) | 8 (144) | 2 (24) | 12 (216) | 2 (24) | 1 (18) | - |
| 31 Dec 44 - 31 March 45 | | | | | | | | 5 (60) | 8 (96) | | 6 (72) | 10 (120) | - | 2 (24) | 11 (198) | 2 (24) | 12 (216) | 2 (24) | 2 (36) | - |
| 31 March 45 - 30 June 45 | | | | | | | | 5 (60) | 8 (96) | | 6 (72) | 10 (120) | - | 2 (24) | 11 (198) | 2 (24) | 12 (216) | 2 (24) | 2 (36) | - |
| SOUTH PACIFIC: | | | | | | | | | | | | | | | | | | | | | |
| Deployment as of 30 Sept 44 (Germany not defeated) | | | | | | | | | | | | | | | | | | | | | |
| 30 Sept 44 - 31 Dec 44 | | | | | | | | | | | | | | | | | | | | | |
| 31 Dec 44 - 31 March 45 | | | | | | | | | | | | | | | | | | | | | |
| 31 March 45 - 30 June 45 | | | | | | | | | | | | | | | | | | | | | |
| SOUTHWEST PACIFIC: | | | | | | | | | | | | | | | | | | | | | |
| Deployment as of 30 Sept 44 (Germany not defeated) | - | 6-18q (300) | 6 (342) | 8 (600) | 5 Sq (60) | 3 (128) | 5-18q (336) | | | | 8 (96) | 5 (60) | | | | | | | | | |
| 30 Sept 44 - 31 Dec 44 | - | 12 (576) | 8 (456) | 12 (900) | 10 Sq (120) | 4-28q (270) | 14 (896) | | | | 8 (96) | 5 (60) | | | | | | | | | |
| 31 Dec 44 - 31 March 45 | 4 (112) | 20 (960) | 12 (684) | 20 (1500) | 10 Sq (120) | 4-28q (270) | 18 (1072) | | | | 8 (96) | 5 (60) | | | | | | | | | |
| 31 March 45 - 30 June 45 | - | 24 (1152) | 15 (855) | 24 (1800) | 10 Sq (120) | 4-28q (270) | 18 (1072) | | | | 8 (96) | 5 (60) | | | | | | | | | |

NOTE

COMBAT GROUND FORCES AND AIRCRAFT PREVIOUSLY DEPLOYED IN THE SOUTH PACIFIC HAVE BEEN REDEPLOYED AS OF 30 SEPT 44 TO THE CENTRAL OR SOUTHWEST PACIFIC AREAS AS AN INDICATION OF FORCES THAT MIGHT BE AVAILABLE FOR OPERATIONS IN THESE AREAS. THIS WILL BE REVISED TO REFLECT CHANGES APPROVED IN J.C.S. 713/5 AFTER GARRISON REQUIREMENTS HAVE BEEN DETERMINED.

(b) Ground forces are set up for specific operations Spring 1945 (C.C.S. 417/2). Mounted from Central or S.W. Pacific bases, as the situation requires, otherwise to remain in U.S. as part of strategic reserve.

(e) The LTA deployment is currently under study.

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APPENDIX "B"

FOR PLANNING PURPOSES ONLY

DEPLOYMENT OF U. S. FORCES - DEFEAT OF GERMANY ASSUMED AS 1 OCTOBER 1944

BASED ON THE ASSUMPTION THAT RUSSIA ENTERS THE WAR AGAINST JAPAN

Extracted from JCS 521/5

COMBAT AIRCRAFT

| PACIFIC: | ARMY AIR FORCES (Groups and U.E.) VH/B | H/B | M&L/B | Ftr & Ftr/B | Ftr (N) | Recon | T/C | NAVAL AIR FORCES (LAND BASED) (Squadron and U.E.) FB(NL) | FB(ML) | FB(NS) | FB(MS) | FB(LS) | T | Photo | R(SD) | B(S) | Ftr | Ftr (N) | Rec. (TF) | LRA (e) |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| nt as of 30 Sept 44 (y not defeated) | 4 (112) | 3 (144) | 1 (57) | 24 Sq (225) | 1 Sq (12) | 2 Sq (24) | 2 Sq (32) | 5 (60) | 10 (120) | 1 (12) | 13 (156) | 12 (144) | 7 (84) | 4 (42) | 29 (522) | 6 (72) | 33 (594) | 6 (72) | 5 (90) | - |
| 44 - 31 Dec 44 | 10 (280) | 5 (240) | 2 (114) | 44 Sq (385) | 4 Sq (48) | 1 (60) | 1 (64) | 10 (120) | 12 (144) | - | 13 (156) | 12 (144) | 7 (84) | 5 (60) | 37 (666) | 6 (72) | 46 (828) | 8 (96) | 5 (90) | 6 (36) |
| 4 - 31 March 45 | 12 (336) | 8 (384) | 3 (171) | 64 Sq (475) | 4 Sq (48) | 2 (120) | 2 (128) | 20 (240) | 21 (252) | - | 22 (264) | 17 (204) | 7 (84) | 6 (72) | 43 (774) | 6 (72) | 59 (1062) | 15 (180) | 5 (90) | 6 (36) |
| 45 - 30 June 45 | 24 (672) | 8 (384) | 3 (171) | 84 Sq (625) | 4 Sq (48) | 2 (120) | 2 (128) | 29 (348) | 21 (252) | - | 22 (264) | 17 (204) | 7 (84) | 6 (72) | 43 (774) | 6 (72) | 59 (1062) | 15 (180) | 5 (90) | 6 (36) |
| nt as of 30 Sept 44 (y not defeated) | | | | | | | | 5 (60) | 1 (12) | | 6 (72) | - | - | 2 (24) | 6 (108) | 2 (24) | 9 (162) | 2 (24) | - | - |
| 44 - 31 Dec 44 | | | | | | | | 10 (120) | 9 (108) | | 8 (96) | 11 (132) | - | 2 (24) | 8 (144) | 2 (24) | 12 (216) | 2 (24) | 1 (18) | - |
| 4 - 31 March 45 | | | | | | | | 5 (60) | 8 (96) | | 6 (72) | 10 (120) | - | 2 (24) | 11 (198) | 2 (24) | 12 (216) | 2 (24) | 2 (36) | - |
| 45 - 30 June 45 | | | | | | | | 5 (60) | 8 (96) | | 6 (72) | 10 (120) | - | 2 (24) | 11 (198) | 2 (24) | 12 (216) | 2 (24) | 2 (36) | - |
| CIFIC: | | | | | | | | | | | | | | | | | | | | |
| nt as of 30 Sept 44 (y not defeated) | | | | | | | | | | | | | | | | | | | | |
| 44 - 31 Dec 44 | | | | | | | | | | | | | | | | | | | | |
| 4 - 31 March 45 | | | | | | | | | | | | | | | | | | | | |
| 45 - 30 June 45 | | | | | | | | | | | | | | | | | | | | |

NOTE

COMBAT GROUND FORCES AND AIRCRAFT PREVIOUSLY DEPLOYED IN THE SOUTH PACIFIC HAVE BEEN REDEPLOYED AS OF 30 SEPT 44 TO THE CENTRAL OR SOUTHWEST PACIFIC AREAS AS AN INDICATION OF FORCES THAT MIGHT BE AVAILABLE FOR OPERATIONS IN THESE AREAS. THIS WILL BE REVISED TO REFLECT CHANGES APPROVED IN J.C.S. 713/5 AFTER GARRISON REQUIREMENTS HAVE BEEN DETERMINED.

| PACIFIC: | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| nt as of 30 Sept 44 (y not defeated) | - | 64 Sq (300) | 6 (342) | 8 (600) | 5 Sq (60) | 3 (128) | 54 Sq (336) | | | 8 (96) | 5 (60) | |
| 44 - 31 Dec 44 | - | 12 (576) | 8 (456) | 12 (900) | 10 Sq (120) | 44 Sq (270) | 14 (896) | | | 8 (96) | 5 (60) | |
| 4 - 31 March 45 | 4 (112) | 20 (960) | 12 (684) | 20 (1500) | 10 Sq (120) | 44 Sq (270) | 18 (1072) | | | 8 (96) | 5 (60) | |
| 45 - 30 June 45 | - | 24 (1152) | 15 (855) | 24 (1800) | 10 Sq (120) | 44 Sq (270) | 18 (1072) | | | 8 (96) | 5 (60) | |

(b) Ground forces are set up for specific operations Spring 1945 (C.C.S. 417/2). Mounted from Central or S.W. Pacific bases, as the situation requires, otherwise to remain in U.S. as part of strategic reserve.

(e) The LRA deployment is currently under study.

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APPENDIX "C"

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SUMMARY OF CARRIER AIR GROUPS AND SQUADRONS

TO BE OPERATIONALLY READY BY QUARTERS FROM
31 December 1943 to 31 December 1944

| | 12/31/43 Pac. | 3/31/44 Pac. | 6/30/44 Pac. | 9/30/44 Pac. | 12/31/44 Pac. |
|---|---|---|---|---|---|
| CV Groups | 12 | 15 | 18 | 20 | 25 |
| No. A/C | 1080 | 1350 | 1620 | 1800 | 2250 |
| CVL Groups | 11 | 12 | 12 | 14 | 17 |
| No. A/C | 363 | 396 | 396 | 462 | 561 |
| CVE(CIM) Gps | 6 | 6 | 6 | 6 | 9 |
| No. A/C | 198 | 198 | 198 | 198 | 297 |
| Sqs. | | | | | |
| CVE(C-3 Kaiser) | 10 | 16 | 30 | 45 | 55 |
| No. A/C | 300 | 480 | 900 | 1350 | 1650 |
| VF(N)Carrier Sqs | 0 | 1 | 3 | 7 | 11 |
| No. A/C | 0 | 12 | 36 | 84 | 132 |
| TOTAL No. A/C | 1941 | 2436 | 3150 | 3804 | 4890 |

NORMAL OPERATING COMPLEMENT

CV - 36 VF, 36 VSB, 19 VTB
CVL - 24 VF, 9 VTB
CVE - 18 VF, 12 VTB

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Written 18 Apr 1944
ALJ/wz/5835
APR 2 1 1944

MEMORANDUM FOR THE COMMANDING GENERAL, TWELFTH AIR FORCE:

Subject: Deployment of U. S. Forces--Extract from JCS 521/5 (For Planning Purposes Only).

1. Authority has been granted to exchange data between higher headquarters and planning agencies in the Field. Accordingly, the attached appendices are inclosed for your information.

2. Your staff should be cautioned that the subject matter is not binding and is to be considered for planning purposes only.

For the Commanding General, Army Air Forces:

3 Incls
Incl 1 Appendix "A"
Incl 2 Appendix "B"
Incl 3 Appendix "C"

L. S. KUTER
Major General, U.S.A.
Assistant Chief of Air Staff,
Plans

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Written 18 Apr 1944
ALJ/wz/5835
APR 21 1944

MEMORANDUM FOR THE COMMANDING GENERAL, NINTH AIR FORCE:

Subject: Deployment of U. S. Forces--Extract from JCS 521/5 (For Planning Purposes Only).

1. Authority has been granted to exchange data between higher headquarters and planning agencies in the Field. Accordingly, the attached appendices are inclosed for your information.

2. Your staff should be cautioned that the subject matter is not binding and is to be considered for planning purposes only.

For the Commanding General, Army Air Forces:

3 Incls
Incl 1 Appendix "A"
Incl 2 Appendix "B"
Incl 3 Appendix "C"

L. S. KUTER
Major General, U.S.A.
Assistant Chief of Air Staff,
Plans

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AFAEP
ALJ/hlg/5835

Wtn. 18 Apr 44
APR 2 1 1944

MEMORANDUM FOR THE COMMANDER IN CHIEF, MEDITERRANEAN ALLIED AIR FORCES:

Subject: Deployment of U. S. Forces--Extract from JCS 521/5 (For Planning Purposes Only).

1. Authority has been granted to exchange data between higher headquarters and planning agencies in the Field. Accordingly, the attached appendices are inclosed for your information.

2. Your staff should be cautioned that the subject matter is not binding and is to be considered for planning purposes only.

For the Commanding General, Army Air Forces:

3 Incls
Incl 1-Appendix "A"
Incl 2-Appendix "B"
Incl 3-Appendix "C"

L. S. KUTER
Major General, U.S.A.
Assistant Chief of Air Staff,
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Written 18 Apr 1944
ALJ/wz/5835

APR 2 1 1944

MEMORANDUM FOR THE COMMANDING GENERAL, USSAFE:

Subject: Deployment of U. S. Forces--Extract from JCS 501/5 (For Planning Purposes Only).

1. Authority has been granted to exchange data between higher headquarters and planning agencies in the Field. Accordingly, the attached appendices are inclosed for your information.

2. Your staff should be cautioned that the subject matter is not binding and is to be considered for planning purposes only.

For the Commanding General, Army Air Forces:

3 Incls
Incl 1 Appendix "A"
Incl 2 Appendix "B"
Incl 3 Appendix "C"

L. S. KUTER
Major General, U.S.A.
Assistant Chief of Air Staff,
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Written 17 Apr 1944
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APR 2 1 1944

MEMORANDUM FOR THE COMMANDING GENERAL, EIGHTH AIR FORCE:

Subject: Deployment of U. S. Forces--Extract from JCS 521/5 (For Planning Purposes Only).

1. Authority has been granted to exchange data between higher headquarters and planning agencies in the Field. Accordingly, the attached appendices are inclosed for your information.

2. Your staff should be cautioned that the subject matter is not binding and is to be considered for planning purposes only.

For the Commanding General, Army Air Forces:

3 Incls
Incl 1 Appendix "A"
Incl 2 Appendix "B"
Incl 3 Appendix "C"

L. S. KUTER
Major General, U.S.A.
Assistant Chief of Air Staff,
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Written 18 Apr 1944
ALJ/wz/5835
APR 21 1944

MEMORANDUM FOR THE COMMANDING GENERAL, FIFTEENTH AIR FORCE:

Subject: Deployment of U. S. Forces--Extract from JCS 521/5 (For Planning Purposes Only).

1. Authority has been granted to exchange data between higher headquarters and planning agencies in the Field. Accordingly, the attached appendices are inclosed for your information.

2. Your staff should be cautioned that the subject matter is not binding and is to be considered for planning purposes only.

For the Commanding General, Army Air Forces:

3 Incls
Incl 1 Appendix "A"
Incl 2 Appendix "B"
Incl 3 Appendix "C"

L. S. KUTER
Major General, U.S.A.
Assistant Chief of Air Staff,
Plans

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APPENDIX "A"

DEPLOYMENT OF U. S. FORCES - DEFEAT OF GERMANY ASSUMED AS 1 JULY 1944

BASED ON THE ASSUMPTION THAT RUSSIA ENTERS THE WAR AGAINST JAPAN
(Extracted from JCS 521/5)

| | COMBAT AIRCRAFT | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | ARMY AIR FORCES (Groups and U.S.) | | | | | | | NAVAL AIR FORCES (LAND BASED) (Squadron and U.S.) | | | | |
| EUROPEAN: | VH/B | H/B | M&L/B | Ftr & Ftr/D | Ftr (N) | Recon | T/C | PB(H&L) | PB(ML) | PB(HS) | PB(ES) | Other U.S. Navy Types |
| Deployment as of 30 June 44 (Germany not defeated) | | 41-2Sq (1992) | 11 (627) | 36-1Sq (2725) | 3 Sq (36) | 3 (168) | 14 (906) | 3 (36) | - | - | - | |
| 30 June 44 to 30 Sept 44 | - | 30 (1440) | 10 (570) | 27 (2025) | - | - | 5 (320) | - | - | - | - | |
| 30 Sept 44 to 31 Dec 44 | - | 17 (816) | 5 (285) | 19 (1425) | - | - | 5 (320) | - | - | - | - | |
| 31 Dec 44 to 31 March 45 (b) | - | 5 (240) | 3 (171) | 10 (750) | - | - | 2 (128) | - | - | - | - | |
| NORTH AFRICA (Incl. Azores): | | | | | | | | | | | | |
| Deployment as of 30 June 44 (Germany not defeated) | | 21 (1008) | 7 (399) | 10 (775) | 4 Sq (48) | 3 (104) | 3 (192) | 3 (36) | 2 (24) | - | 1 (12) | |
| 30 June 44 to 30 Sept 44 | - | 16 (768) | 5 (285) | 4 (300) | - | 1 (60) | - | 1 (12) | - | - | 2 (24) | |
| 30 Sept 44 to 31 Dec 44 | - | 9 (432) | 4 (228) | 1 (75) | - | - | - | 1 (12) | - | - | 2 (24) | |
| 31 Dec 44 to 31 March 45 | - | - | - | - | - | - | - | 1 (12) | - | - | 2 (24) | |

(b) During the third quarter of 1945 sufficient ground forces can be withdrawn from Europe and returned to the U.S. to reduce the total occupational force in Europe to some 400,000 ground and air forces, the presently approved planning figure indicated in J.C.S. 431/1, Subject: Demobilization Planning. This figure (400,000) would be equivalent to about 8 divisions plus 20 air groups.

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APPENDIX "B"

DEPLOYMENT OF U. S. FORCES - DEFEAT OF GERMANY ASSUMED AS 1 OCTOBER 1944

BASED ON THE ASSUMPTION THAT RUSSIA ENTERS THE WAR AGAINST JAPAN
(Extracted from JCS 521/5)

| | COMBAT AIRCRAFT | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | ARMY AIR FORCES (Groups and U.E.) | | | | | | | NAVAL AIR FORCES (LAND BASED) (Squadron and U.E.) | | | |
| EUROPEAN: | VH/B | H/B | M&L/B | Ftr & Ftr/B | Ftr (H) | Recon | T/C | PB(HL) | PB(ML) | PB(HS) | PB(MS) | Other U.S. Navy Types |
| Deployment as of 30 Sept 44 - (Germany not defeated) | | 41 Sq (1992) | 11 (627) | 36 Sq (2725) | 3 Sq (36) | 3 (168) | 14 (986) | 3 (36) | | | | |
| 30 Sept 44 to 31 Dec 44 | | 29 (1392) | 8 (456) | 29 (2175) | - | - | 5 (320) | - | | | | |
| 31 Dec 44 to 31 March 45 | | 17 (816) | 5 (285) | 19 (1425) | - | - | 5 (320) | - | | | | |
| 31 March 45 to June 45 (b) - | | 5 (240) | 3 (171) | 10 (750) | - | - | 2 (128) | - | | | | |
| NORTH AFRICA (Incl. Azores): | | | | | | | | | | | | |
| Deployment as of 30 Sept 44 - (Germany not defeated) | | 21 (1008) | 7 (399) | 10 (775) | 4 Sq (48) | 3 (104) | 3 (192) | 3 (36) | 2 (24) | | 1 (12) | |
| 30 Sept 44 to 31 Dec 44 | | 15 (720) | 5 (285) | 6 (450) | - | 1 (60) | - | 1 (12) | - | | 2 (24) | |
| 31 Dec 44 to 31 March 45 | | 8 (384) | 4 (228) | 1 (75) | - | - | - | 1 (12) | - | | 2 (24) | |
| 31 Mar 45 to 30 June 45 - | | - | - | - | - | - | - | 1 (12) | - | | 2 (24) | |

(b) During the third quarter of 1945 sufficient ground forces can be withdrawn from Europe and returned to the U.S. to reduce the total occupational force in Europe to some 400,000 ground and air forces, the presently approved planning figure indicated in J.C.S. 431/1, Subject: Demobilization Planning. This figure (400,000) would be equivalent to about 8 divisions plus 20 air groups.

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APPENDIX "C"

SUMMARY OF CARRIER AIR GROUPS AND SQUADRONS

TO BE OPERATIONALLY READY BY QUARTERS FROM

31 December 1943 to 31 December 1944

| | 12/31/43 Lant | 3/31/44 Lant | 6/30/44 Lant | 9/30/44 Lant | 12/31/44 Lant |
|---|---|---|---|---|---|
| CV Groups | 1 | 1 | 1 | 1 | 1 |
| No. A/C | 66 | 66 | 66 | 66 | 66 |
| CVL Groups | 0 | 0 | 1 | 0 | 0 |
| No. A/C | 0 | 0 | 33 | 0 | 0 |
| CVE(CIM) Grs | 0 | 0 | 0 | 0 | 0 |
| No. A/C | 0 | 0 | 0 | 0 | 0 |
| Sqs. | | | | | |
| CVE(C-3&Kaiser) | 10 | 14 | 14 | 15 | 15 |
| No. A/C | 300 | 420 | 420 | 450 | 450 |
| VF(N)Carrier Sqs | 0 | 0 | 0 | 0 | 0 |
| No. A/C | 0 | 0 | 0 | 0 | 0 |
| TOTAL No. A/C | 366 | 486 | 519 | 516 | 516 |

NORMAL OPERATING COMPLEMENT

CV - 36 VF, 36 VSB, 19 VTB
CVL - 24 VF, 9 VTB
CVE - 18 VF, 12 VTB

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Policies and Procedures for Redeployment of Army Air Forces

Management Control

4/21/44

ACAS, Plans

CVW/ers/6722 1

1. The attached Memorandum was approved by the CG, AAF.

2. The approval of this memo with included recommendations makes it the AAF policy for implementation of JCS 521/5.

3. Will you, therefore, reproduce the attached and distribute copies as follows:

1 copy to Chief of Air Staff
1 copy to each of Deputy Chiefs of Air Staff
10 copies to each of Assistant Chiefs of Air Staff
40 copies to Assistant Chief of Air Staff, Plans, Attention: Col. Loutzenheiser.
1 copy to each of Special Staffs.
1 copy to ATC.

memo
1 incl,/above subject

JOE L. LOUTZENHEISER
Colonel, G.S.C.
Chief, Operational Plans Division

ac/aS Plans
cy incl already filed [redacted]

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AC/AS, PLANS

Date 4/8/44

SUBJECT: Policies and Procedures for Redeployment of AAF
Memo to CG, AAF fr Gen Craig w/1 Incl - TAB A (3 pgs) dated 4/7/44 (3 copies attached)

The above described SECRET - SECURITY papers have been received this date in this office. Circulation of these papers will be strictly limited to those whose work is involved, and the name of each person who handles or has knowledge of their contents will be entered below as indicated.

Copies will be made as required for file only in the Executive Office and only as directed by the Security Control Officer.

These papers will be returned to the Security Control Officer (Room 3E-1074) for record prior to dispatch from this Office. This sheet will not be removed except by him when forwarded.

| NAME | DATE | TIME | PURPOSE | ALL PAPERS ATTACHED: |
|---|---|---|---|---|
| M Hockaday | 4/8/44 | 1105 | [illegible] | Yes |
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MEMORANDUM FOR THE RECORD:

Received 8 Apr 44
from Col Whitney: Arnwood Hotel
original + [redacted] AFOMC
green copy 1) Memo and Tab A. CONFIDENTIAL

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APR 7 1944

MEMORANDUM FOR THE COMMANDING GENERAL, ARMY AIR FORCES

Subject: Policies and Procedures for Redeployment of Army Air Forces

I. The Problem.

To outline and recommend policies and procedures to be used by the AAF in implementing a plan for the redeployment of AAF units and personnel after the defeat of Germany.

Definition E.T.O. includes Europe and Mediterranean Theaters.

II. Assumptions.

1. Tactical units of the AAF will be deployed to the fullest extent practicable against Japan upon the defeat of Germany, and in so doing no demobilization of AAF units is contemplated.

2. The redeployment of AAF units will be in accordance with an approved plan. The deployment plan used as a basis for this study is contained in JCS 521/5. While this study has been based on the above plan, the recommended policies and procedures will be applicable to any approved plan which redeploys substantially all available Air Force units.

3. Germany will be defeated on V day, the first day of V month, which for planning purposes has been assumed to be 1 October 1944. V date can be accurately forecast 30 days in advance.

4. Russian bases for operations against Japan will not be available to the U. S. Air Forces on V day.

5. The highest priority in transportation will be assigned to the deployment of our forces against Japan. Consequently, shipping will not be available to provide rotation of Air Force ground personnel between ETO and the U. S. during the period of redeployment.

6. The necessity for maximum speed in redeployment to the Pacific areas and limitation of shipping and port facilities normally will require that ground echelons of combat units and service units will proceed direct from ETO to Pacific Areas without restaging in the U. S.

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7. AAF units will have priority over Army ground force units in the transfer of forces from E.T.O. to SE Asia and Pacific Theaters.

8. On V day, all theaters will have an approximate 50% reserve of U.E. aircraft, except Troop Carrier which will have 25% and full authorized reserve of crews.

9. All types of combat aircraft can be flown from E.T.O. to C.B.I. Theater.

10. All types of HB's and MB's (B-25 and B-26) can be transported by air from European Theater to Pacific Theaters; LB's (A-20 and A-26) can, if required by the exigency of the situation or lack of deck loading space, be advanced by air from the European to the Pacific Theater; Fighters (P-38) can, if absolutely essential, be transported by air from the European to the Pacific theater; but such movement is not recommended by the ATC; and all other fighters must be transported by water from the European Theater to the Pacific Theater.

11. Aircraft moving from E.T.O. to C.B.I. will not have to be returned to the U. S. for reconditioning or modification.

12. Aircraft proceeding by air from E.T.O. to the Pacific Theater can be prepared for movement in E.T.O. but will have to be sent to the U. S. for required reconditioning or modification. Aircraft moving by surface vessel can be reconditioned and modified in E.T.O.

13. On V day minus 30, the flow of aircraft and personnel to E.T.O. and Mediterranean will be cut off in the continental U. S. (The 30 day's supply already in the pipe line will maintain the desired reserve until V day.)

14. It will be possible to provide airplanes and crews from those already in E.T.O. to supply combat units being redeployed to C.B.I. at U.E. plus 100% reserve. Garrison forces in Europe will be equipped with 50% reserve in aircraft and provided with 25% reserve in crews. Combat aircraft and crews being redeployed to the Pacific by air will proceed via the U. S. at 100% U.E. strength, but with no reserve. The reserve will be supplied from the U. S.

15. The flow of aircraft and combat crews from the U.S. to the C.B.I. to supply attrition requirements will be modified by V day to the extent that aircraft are available to be sent to C.B.I. from E.T.O.

16. Units moving to theaters of war will have priority over units moving to the U.S. for strategic reserve.



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17. The desired priority of arrival of combat units in Pacific areas will probably be:

a. Long-range day fighters
b. Heavy bombers
c. Troop carriers (in ratio 1 gp to 4 other type combat groups)
d. Night fighters
e. Medium or light bombers
f. Photo recon
g. Tac. recon. (dependent on ground Forces movement from E.T.O.)

18. Emphasis will be placed upon early redeployment of construction elements of service troops, establishment of depots and intermediate supply and maintenance establishments in the order named.

19. Approximately 75% of all first line combat aircraft in E.T.O. on V day will become suitable for ultimate redeployment to combat theaters or for return to the U.S. for training purposes.

20. Combat groups will be redeployed at full T/O strengths, which will be VHB 30, HB 48; M&L 64; Ftr & Ftr/B 75; T/C 64; Recon Sq Tac/r 18; Ph & M 12; Night Ftr Sqd 12.

III. Policies:

1. Types of units should flow to a given theater in the order requested by the theater commander concerned.

2. Priority of shipment as between theaters will be determined by these headquarters in conformance with over-all strategic plans.

3. Arrival of basic service units should precede that of combat units, initially, and thereafter be maintained in the ratio outlined by AAF Regulation 65-1.

4. All air force personnel included in service units now deployed in 8th, 9th, 12th, and 15th Air Forces will be reorganized into standard units before being deployed. After V-30, and during the period of redeployment, any change in standard T/O's of service and combat units will require the personal approval of the Chief of the Air Staff.



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5. Insofar as feasible, units that have been in the E.T.O. the shortest length of time will be redeployed to the C.B.I. and Pacific combat areas. Units returned to the U. S. will be selected from those units that have been in the E.T.O. the longest length of time. The requirements for the forces of occupation will be drawn from the remainder.

6. All units of Army Air Forces being redeployed to combat areas will be re-equipped (except for aircraft which is covered separately) to the extent necessary in the E.T.O. to full T/O and E. Shortages in personnel and equipment of priority units will be supplied from stocks or from units in E.T.O. Prior to movement from E.T.O. to combat areas all units will be subject to Air POM inspection.

7. Wing Headquarters, Division Headquarters, and Air Force Headquarters, exclusive of one (1) Air Force Headquarters, one (1) Bomber Command, one (1) Fighter Command, and one (1) Air Service Command required for the occupation forces, will be retained intact, and held immediately available for movement to the appropriate combat area commander in the Pacific - Asiatic Theaters.

8. Considering the above policies, overseas air forces commanders will transfer and reassign personnel between units so as to provide rotation for ground service personnel without endangering the operating efficiency of the units.

9. A 90-day supply level will be attained and maintained in the E.T.O. on and after V day, and excess supplies will be inventoried and disposed of in accordance with then existing regulations.

10. Combat units destined for C.B.I. from E.T.O. will be moved at unit equipment aircraft plus 100% reserve in aircraft and crews.

11. All types of aircraft, except liaison, will be flown from E.T.O. to C.B.I.

12. The present policy of sending basics as loss replacements for all ground specialists will be continued.

13. Consideration will be given to increasing the monthly allowable rotation of personnel when and if shipping is available to accomplish same.

14. The planned attrition rate for ground personnel in E.T.O. should be immediately reduced to that of a quiet theater. Overstrengths should not be kept in those theaters to meet such losses, but loss replacements should be requisitioned.

15. After all units have been manned, technical training will be maintained at a 10,000 monthly output. The output of technical specialists can be used to meet requirements for loss replacements. The purpose

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of maintaining a 10,000 monthly output of technical specialists is to provide the nucleus of training required for the maintenance of our purely post-war air force with its obviously high rotation rate.

16. Surplus personnel remaining after standard service units are activated and manned should remain in E.T.O. until after all units have departed and then be returned and disposed of in accordance with standard practice.

17. No gliders will be redeployed.

18. All air echelons will move under ATC control. (This to include movement to and through the U.S.)

IV. Procedures:

1. ACAS, Plans will designate:

a. The number of combat units by type to be moved and to what theater they are to be assigned.

b. The priority of type units in such movements.

2. These combat units will be matched with appropriate service units.

3. Procedures and policies to govern the combat units remaining in E.T.O. Occupation Force, the movement of combat units from E.T.O. to the Pacific Theaters and to U.S. Strategic Reserve, together with attendant re-equipment, transitional training and related problems are contained in Tab "A".

V. Recommendation:

That this memorandum be approved and published to all agencies of the Air Staff concerned to be used by them in implementing the redeployment of the AAF after the defeat of Germany.

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indorsement(s)

Addressee:
AC/AS, M&D
Service Organization Branch

UC 803

Theodore A. Bell Lt Col AC

NOTE.—Sheet 2 (addressee's copy) to be retained by addressee.

(DUPLICATE)

W. D., A. G. O. Form No. 126, 15 July 1942 (See AR 380-5). CLASSIFIED DOCUMENT RECEIPT

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indorsement(s)

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AC/AS, M&D
Service Organization Branch
AC 803
cl Baldwin

Theodore A. Bell Lt Col AC

NOTE.—Sheet 2 (addressee's copy) to be retained by addressee.

(DUPLICATE)

W. D., A. G. O. Form No. 105, 16 July 1943 (See AR 380-5). CLASSIFIED DOCUMENT RECEIPT

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SUBJECT: Assumptions on Redeployment.

TO: AC/AS, Plans. Att: Col. Loutzenheiser. Date 22 Mar 1944

FROM: AC/AS, MM&D, Service Organization Branch. Comment No. 1

1. In studying the logistic implications of redeployment following the defeat of Germany, it has been noted that model B-24 airplanes are preferred for Pacific operations. It is planned to redeploy heavy bomb groups now equipped with B-17's from their present location to the Pacific Theatre.

2. A check on aircraft production figures available to this office indicates that sufficient B-24's will be in production to completely equip all B-17 Groups with model B-24 airplanes.

3. It is requested that this office be informed as to the plans with respect to equipment that will be furnished the above mentioned redeployed bomb groups. This office has for planning purposes assumed that all such groups will be re-equipped with B-24's.

P. E. RUESTOW,
Colonel, Air Corps,
Chief, Service Orgn. Branch.

TO: AC/AS, MM&D, Service Organization Branch Date APR 4 1944

FROM: AC/AS, Plans Comment No. 2
CVW/mla/ 6722

In reply to paragraph 3 of comment 1, same subject, disposition of B-17 groups after the defeat of Germany will be as follows:

Five (5) groups will stay in ETO with occupational forces, five (5) groups will be converted to long-range transport groups, Eight (8) groups will go to North Pacific for operations against Japan, the remaining nine (9) groups will go to the United States for strategic reserve to be converted to B-29 groups.

JOE L. LOUTZENHEISER
Colonel, G. S. C.
Chief, Operational Plans Division

HEP
Major Blossom

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25 January 1944

Received from ACAS, Plans, Operational Plans Division, copies 9 to 20, inclusive, of "Army Air Forces Redeployment of Combat Units Showing Month of Shipment after Capitulation of Germany."

T. Trubee Davison
Name

Col.
Rank and Title

Jan. 25, '43.
Date and Time

Rec'd file cy for Exec. Office.
less Col Allen's files.
M.H.



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AC/AS, PLANS

Date 1/7/44

SUBJECT: Redeployment of AAF Combat Units Following Capitulation of Germany. R&R 1 fr OC&R to Plans (ATT: Col Allen) -- w/Incl in dup. "Mo of Shipment Derived fr JWPC Flow Chart with Some Adjustments by AFAEP" Chart)

The above described SECRET - SECURITY papers have been received this date in this office. Circulation of these papers will be strictly limited to those whose work is involved, and the name of each person who handles or has knowledge of their contents will be entered below as indicated.

Copies will be made as required for file only in the Executive Office and only as directed by the Security Control Officer.

These papers will be returned to the Security Control Officer (Room 3E-1074) for record prior to dispatch from this Office. This sheet will not be removed except by him when forwarded.

| NAME | DATE | TIME | PURPOSE | ALL PAPERS ATTACHED: |
|---|---|---|---|---|
| N Hockaday | 1/7/44 | 4:30 | Record | yes |
| D.S.Blossom | 1/7/44 | 4:30 | Distribution | yes |
| W. H. McCord | 1/7/44 | 4:30 | " | Yes |
| Allen. | 1-7-44. | 4:30. | " | yes. |
| N. Stone | 1-7-44 | 5:00 | Receipt for original copy No. 1 for JWPC file. G.D.M. | |

MEMORANDUM FOR THE RECORD:

original with Col. Stone
Copy with Projects

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Auth: CG, 11th A.F.
By:
Date: 10 JAN 19..

FIELD HEADQUARTERS ELEVENTH AIR FORCE
APO 980, c/o Postmaster
Seattle, Washington

10 January 1944

Major General Barney M. Giles, U.S. Army
Headquarters, Army Air Forces
Washington, D. C.

Dear Barney:

With reference to your letter of 17 November 1943, and my letters of 4 December 1943 and 24 December 1943, on the subject of "Redeployment in Event of Capitulation of Germany", the following information is submitted after further study of my original plan, and study of the logistics involved by the Commanding General, Alaskan Department.

Tanaga has been eliminated from my plan as a base, due to the logistic factors involved. The difficulties of supplying the base in quantity, and the amount of new construction work needed, makes the use of this base impracticable. Cold Bay is now planned as the location for all Air Force troops shown at Tanaga in our letters of 4 December 1943 and 24 December 1943.

Consideration has also been given to a plan of operation in the event that several B-29 Groups were sent to this theater in addition to the sixteen (16) groups you have proposed. In that event, bombardment units shown as at advanced bases in our letters of 4 December 1943 and 24 December 1943, would be relocated at Port Heiden and Naknek, and the available facilities at advanced bases used for B-29 organizations.

Sincerely,

DAVENPORT JOHNSON
Major General, United States Army
Commanding

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Redeployment file

Air Ag 320.2 Alaska (12-4)

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HEADQUARTERS ARMY AIR FORCES
INDIA BURMA SECTOR
CHINA BURMA INDIA THEATER

APO #885,
11 January 1944.

SUBJECT: Redeployment of Army Air Force Units in China-Burma-India Theater.

TO: Commanding General, Army Air Forces, Washington, D.C.

1. An analysis of Tables I and II attached to personal letter to me from Brigadier General H. A. Craig, dated 19 November 1943, as further amplified by your cable No.1466 dated 2 January 1944, reveals the following conclusions:

a. The units listed in Table I, with supporting services, can be supported in the China-Burma-India Theater now.

b. The units listed in Table II can be accepted in the China-Burma-India Theater from the standpoint of all weather airfields now available. The specific airfields which can be occupied in India with the construction and accommodation at each is now being worked out with the RAF. (The support and employment of these units will be discussed separately).

2. Operational Plan for Units in Table I:

No logistic limitations exist to cramp the deployment of units listed in Table I, except to prohibit the areas to which units can be moved because of the bottlenecks imposed by forced air transport of their supplies. The operational plan for the units in Table I will, therefore, be limited in China to counter air force activity, interdiction of L of C and shipping sweeps combined with the protection of the Chinese terminals of Air Transport Command, and such ground support as can be furnished to Chinese Ground Forces. In India, the mission of the Tenth Air Force will be essentially counter air force, interdiction of the hostile L of C and protection of the Assam bases and the Hump routes. The expected deployment of the Units listed in Table I, assuming that the tonnage to Air Force units in China is not above 8,000 tons, is shown below:



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| TENTH AIR FORCE | | | | FOURTEENTH AIR FORCE |
|---|---|---|---|---|
| Strategical Air Force | Tactical Air Force | Troop Carrier Command | Photographic Force | |
| 1 Hv Gp<br>1 Med Gp | *3 Ftr Gps<br>+ 1 Sq | 1 T C Gp | 2 Photo Rec Sq<br>1 Tac Rec Sq<br>1 Phto Gp Hq<br>1 Hy Mapping Sq | 1 Hv Gp<br>1 Med Gp<br>3 Ftr Gps<br>+ 1 Sq<br>1 Tac Rec Sq<br>1 Phto Rec Sq. |

*Possibility of one additional Fighter Group in China depending on TWILIGHT tonnage for this SELF-SUSTAINED PROJECT.

3. Operational Plan for Units in Table II.

General.

a. The redeployment of units for Table II, is with the bulk of the front line strength allocated to China, obviously, complicated by a lack of good detailed logistical planning information. We have assumed that estimated Hump tonnage allocated to the Air Forces in China through June will provide for the augmentation of the Fourteenth Air Force as listed in Inclosure I. In Inclosure II we have outlined the units that can be absorbed in China, under certain tonnage increase assumptions after the capitulation of Germany plus three (3) months, at which time it has been assumed that "large resources will then be available for improving LoC and airfield construction in CBI". (Reference your cable No. 4166, dated 2 January 1944, from WAR to AQUILA.)

b. China.

The Commanding General of the Fourteenth Air Force has previously submitted his "China Air Offensive Plan". This, in principle, will be the method used for the operation of the augmented Fourteenth Air Force until over 20,000 tons per month is being delivered to the Air Forces in China. After this time the plan of action will depend on the type units made available and the overall strategic plan adopted to defeat Japan.

(1) The phasing of this redeployment is governed by the following factors:



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(a) Port capacity - which will be gradually increased.

(b) LoC Capacity - which will be gradually increased.

(c) Hump routes and tonnage delivered.

(d) Housing made available - especially wet weather.

(e) Air Transport Command expansion.

(f) MATTERHORN expansion - including an unknown number of transport airplanes from 20 to 4,000.

(g) Opening of land routes to China including pipe lines and their success.

(h) Opening of certain ports in China or Burma.

(i) Shipping priority.

"Full pipeline" principle.

c. India.

In India the deployment principle will be to maintain a pool of reserve units so that fresh air echelons can be moved forward as required and tired operational air echelons in China-Burma-India Theater can be rotated with fresh echelons. In no case will the total of units in reserve in India equal more than the combined total of units deployed in the Eastern Air Command or China. In addition to that portion of the force required to protect ASSAM and support the Chinese in BURMA, strategic bombing in BURMA-SIAM or FRENCH INDO-CHINA will be maintained. The force required to be employed in the Eastern Air Command for these tasks is estimated as two (2) Heavy Bomber Groups; two (2) Medium Groups; five (5) Fighter Groups; two (2) Troop Carrier Groups; and one (1) Reconnaissance Group.

(1) If the Eastern Air Command is implanted (?) as described in c. above, then the Groups available from the thirty-seven (37) Groups of Table II to China or for rotation to China from India or Burma would be:

13 Heavy
3 Medium
5 Fighter
2 Troop Carrier
2 Reconnaissance.

(2) However, since China is capable with 100,000 tons/month (pre-supposing the opening of a China port) of absorbing the units in c. and c. (1), it follows that as the tonnage to China is increased and units can be absorbed

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and deployed in that theater to the maximum, India will be able to accept additional units over and above the thirty-seven (37) groups proposed redeployment. In addition some fifty (50) British squadrons will, in the Fall of 1945 be prepared to depart from India on Expeditionary Missions leaving space to accept at least thirty (30) additional American squadrons.

4. Aviation Engineers.

Following is the number of additional AVIATION Engineers required:

a. For airfields in China - None until over 30,000 tons/month is delivered to China.

b. For construction and maintenance in China. - 2 Airborne Engnr Bns) From 30,000 10 Avn Engnr Bns ) to 100,000 tons.

c. For construction and maintenance in India-BURMA. - 3 Airborne Engnr Bns 8 Aviation Engnr Bns.

5. Existing and Potential Airdromes.
Supply and Maintenance Facilities.
Total Construction Requirements.
Summary of Units per Month.
Port and LoC Studies.

All of the above are being studied in order that a logical time-table for absorption of tactical units and supporting services in China-Burma-India Theater can be logically presented. It is estimated that these studies will be completed and forwarded in approximately forty-five (45) days.

6. SUMMARY:

a. A phasing of units per month can not be given until a survey is completed and decisions made as to what portion of the tonnage taken into China-Burma-India Theater will be allocated to the Air Forces.

b. The Engineers required will total:

5 Aviation Engineer Battalions (Airborne)
18 Aviation Engineer Battalions.

c. The Operational Plan is based on:

(1) Rotation of air echelons from India to China.



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(2) Maximum force in China.

(3) Minimum required force in India.

(4) Logistic factors which are yet too far in the future to be crystalized.

(5) The initial redeployment in Table II could be accepted in India and China on existing all weather airfields. Rate of acceptance is yet unknown until priorities, ports, and LoC studies are completed.

Geo. E. Stratemeyer
GEORGE E. STRATEMEYER
Major General, U.S.A.,
Commanding.

3 Incls:
Incl 1 - Table I - Absorption Rate of Tactical and Service Units for China on Basis of Tonnage Available.
Incl 2 - Table II - Fourteenth Air Force Unit Absorption versus Tonnage.
Incl 3 - Memo to Commanding General, Fourteenth Air Force (4 January 1944).

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TASK

1. To carefully survey existing and potential airdrome maintenance and supply facilities to determine how and where units allocated to them by the proposed redeployment plan will be deployed.

2. To determine the construction requirements incident to the redeployment and to determine the number of additional Aviation Engineers that will be required.

3. To prepare an operational plan for the use of the tactical units proposed in the redeployment.

4. To propose a summary of units per month and facilities per month from paragraphs 1, 2, and 3 above.

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## TABLE I

### ABSORPTION RATE OF TACTICAL AND SERVICE UNITS FOR CHINA ON BASIS OF TONNAGE AVAILABLE

| TONNAGE FOR AIR FORCES IN CHINA PER MONTH | | SERVICE UNITS | AAF TACTICAL UNITS INCLUDING CHINESE AND CHINESE AMERICANS | | |
|---|---|---|---|---|---|
| | | | AAF | C-A | CHINESE |
| JANUARY | 7,000 Est. | (1 Service Gp* | (1 Hv Gp*<br>(1 Med Gp*<br>(2 Ftr Gps*<br>(1 Phto Recon* | (2 Med Sq*<br>(4 Ftr Sq* | (2 Ftr Gps* |
| | | Unit Increment per Month | | | |
| FEBRUARY | 8,000 Est. | ------- | ------- | ------- | ------- |
| MARCH | 7,000 Est. | ------- | ------- | 1 Med Sq<br>2 Ftr Sq | ------- |
| APRIL | 8,000 Est | ------- | 1 T Rec Sq | ------- | ------- |
| MAY | 8,000 Est. | ------- | 1 Ftr Gp | 1 Med Sq<br>2 Ftr Sq | ------- |
| JUNE | 7,000 Est | ------- | ------- | ------- | ------- |

* Assumed Available 15 January 1944.

At X Capitulation Day + three (3) months a set tonnage for CHINA in increments as shown in Table II.

Incl I.

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Table II.

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FOURTEENTH AIR FORCE

X Day + 3 Months

Add following units for tonnage shown.

I. 10,000 tons for CHINA.

| AAF | C - A | CHINESE |
|---|---|---|
| 2 Ftr Gps<br>1 Service Gp | ----- | |

II. 15,000 tons for CHINA.

| AAF | C - A | CHINESE |
|---|---|---|
| 1 Ftr Gp<br>1 Med Gp<br>1 T C Sq | ----- | ------ |

III. 20,000 tons for CHINA.

| AAF | C - A | CHINESE |
|---|---|---|
| 1 Hv Gp<br>2 Med Gps<br>2 Service Gps<br>1 Ftr Gp<br>1 T C Sq | ----- | ------ |

IV. 30,000 tons for CHINA.

| AAF | C - A | CHINESE |
|---|---|---|
| 1 Med Gp<br>3 Ftr Gp<br>1 Photo Rcn Sq<br>2 T C Sq<br>1 Tac Recon Sq<br>3 Service Gps | ----- | 1 Med Gp<br>1 Photo Rec Sq |

V. 100,000 tons for CHINA.

| AAF | C - A | CHINESE |
|---|---|---|
| 3 T C Gps<br>13 Hv Gps<br>2 Rec Gps | ----- | 1 Hv Gp<br>1 Transport Sq |



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Table II Cont'd

VI. Desired units for China on the basis of 100,000 tons being available for Air Force units as given by the Commanding General, Fourteenth Air Force, 6 January 1944, are:

| AAF | C - A | CHINESE |
|---|---|---|
| 5 Hv Gps | 1 Med Gp | 1 Hv Gp |
| 18 Med Gps | 1 Ftr Gp | 1 Med Gp |
| 20 Ftr Gps | | 1 Ftr Gp |
| 3 Photo Recon Sq | | 1 Photo Recon Sq |
| 10 Transport Sq | | 1 Transport Sq |
| 12 Air Service Gps | | |
| 2 Air-borne Eng Bns | | |
| 10 Standard Eng Bns | | |

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C O P Y

Incl: 3.

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HEADQUARTERS FOURTEENTH U.S. AIR FORCE
A. P. O. 627, C/O POSTMASTER
NEW YORK, NEW YORK

E/JON/ser

4 January 1944

MEMO:

TO : Commanding General, 14th Air Force, A.P.O. 627.

PLANS FOR EXPANSION OF ARMY AIR FORCES IN CHINA.

1. Based upon letter AAF (I.B.S.) 322 dated 5 December 1943 giving the approximate monthly tonnage that may be expected to reach China in the future, and in accordance with the breakdown desired by the C.G., 14th Air Force the following is submitted:

(a) Tonnage required assuming the following units are in China by December 1944:

U.S.A.A.F.

| | | | |
|---|---|---|---|
| 1 - Heavy Bombardment Group | @ 3313.64 | equals | 3313.64 |
| 1 Medium Bombardment Group | @ 1854.5 | equals | 1854.5 |
| 4 Fighter Groups | @ 957.47 | equals | 3829.89 |
| 1 Photo Recon Squadron | @ 223 | equals | 223. |
| 1 Transport Squadron | @ 300 | equals | 300. |
| | Sub-Total Tonnage | | 9521.03 |

C.A.C.W.

| | | | |
|---|---|---|---|
| 1 - Medium Bomb Group | @ 1390.8 | equals | 1390.8 |
| 2 - Fighter Groups | @ 450. | equals | 900. |
| | Sub-Total Tonnage | | 2290.8 |

C.A.F.

| | | | |
|---|---|---|---|
| 1 Heavy Bomb Group | @ 1183 | equals | 1183 |
| 1 Medium Bomb Group | @ 1132 | equals | 1132 |
| 2 Fighter Groups | @ 445.5 | equals | 891 |
| 1 Photo Recon Squadron | @ 167 | equals | 167 |
| 1 Transport Squadrons | @ 250 | equals | 250 |
| 2 Air Service Groups | @ 88 | equals | 176 |
| | Sub Total Tonnage | | 3799 |

Total Tonnage 15,610.83 Tons

One Group per month.

The following organizations can be operated on a capacity of 20,000 tons per month:

Incl.3.

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U.S.A.A.F.

| | | | |
|---|---|---|---|
| 1 - Heavy Bomb Group | @ 3313.64 | equals | 3313.64 |
| 3 Medium Bomb Groups | @ 1854.5 | equals | 5563.5 |
| 4 - Fighter Groups | @ 957.47 | equals | 3829.88 |
| 1 - Photo Recon. Squadron | @ 350 | equals | 350 |
| 1 - Transport Squadron | @ 400 | equals | 400 |
| | Sub-Total Tonnage | | 13457.02 |

C.A.C.W.

| | | | |
|---|---|---|---|
| 1 - Medium Bomb Group | @ 1390.8 | equals | 1390.8 |
| 2 - Fighter Groups | @ 450. | equals | 900. |
| | Sub-Total Tonnage | | 2290.8 |

C.A.F.

| | | | |
|---|---|---|---|
| 1 - Heavy Bomb Group | @ 1183 | equals | 1183 |
| 1 - Medium Bomb Group | @ 1132 | equals | 1132 |
| 2 - Fighter Groups | @ 445.5 | equals | 891 |
| 1 - Photo Recon. Squadron | @ 167 | equals | 167 |
| 1 - Transport Squadron | @ 384 | equals | 384 |
| 2 - Air Service Groups | @ 88 | equals | 176 |
| | Sub-Total Tonnage | | 3933 |

Total Tonnage 19680.82. Tons 20,000 tons plus 30 days, 3 Groups per month.

The following organizations can be operated on a capacity of 30,000 tons:

U.S.A.A.F.

| | | | |
|---|---|---|---|
| 2 - Heavy Bomb Groups | @ 3313.64 | equals | 6627.28 |
| 5 - Medium Bomb Groups | @ 1854.5 | equals | 9272.5 |
| 7 - Fighter Groups | @ 957.47 | equals | 6702.29 |
| 1 - Photo Recon Squadron | @ 223 | equals | 223 |
| 1 - Transport Squadron | @ 300 | equals | 300 |
| 3 - Air Service Groups | @ 88 | equals | 264 |
| | Sub-Total Tonnage | | 23389.07 |

C.A.C.W.

| | | | |
|---|---|---|---|
| 1 - Medium Bomb Group | @ 1390.8 | equals | 1390.8 |
| 2 - Fighter Groups | @ 450 | equals | 900 |
| | SUB-Total Tonnage | | 2290.8 |



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C.A.F.

| | | |
|---|---|---|
| 1 - Heavy Bomb Group | @ 1183 | equals 1183 |
| 1 - Medium Bomber Group | @ 1132 | equals 1132 |
| 2 Fighter Groups | @ 445.5 | equals 891 |
| 1 - Photo Recon Squadron | @ 167 | equals 167 |
| 1 - Transport Squadron | @ 250 | equals 250 |
| | Sub Total Tonnage | 3623 |

Total Tonnage 29302.87 Tons

30,000 tons - November 1st 1944
Service Units - November 10th 1944
5 Groups per month thereafter.

The following organizations can be operated on a capacity of 100,000 tons per month:

U.S.A.A.F.

| | | |
|---|---|---|
| 5 - Heavy Bomb Groups | @ 3918.44 | equals 19592.20 |
| 18 - Medium Bomb Groups | @ 2235.4 | equals 40237.2 |
| 20 - Fighter Groups | @ 1328.57 | equals 26571.40 |
| 3 - Photo Recon Groups | @ 313 | equals 939 |
| 10 - Transport Squadrons | @ 614 | equals 6140 |
| 12 - Air Service Groups | @ 265.8 | equals 3389.6 |
| | Sub Total Tonnage | 97899.4 |

C.A.C.W.

| | | |
|---|---|---|
| 1 - Medium Group | @ 1390.8 | equals 1390.8 |
| 2 - Fighter Groups | @ 450 | equals 900 |
| | Sub Total Tonnage | 2290.8 |

C.A.F.

| | | |
|---|---|---|
| 1 - Heavy Bomb Group | @ 1183 | equals 1183 |
| 1 - Medium Bomb Group | @ 1132 | equals 1132 |
| 2 - Fighter Groups | @ 445.2 | equals 891 |
| 1 Photo Recon Squadron | @ 167 | equals 167 |
| 1 - Transport Squadron | @ 250 | equals 250 |
| | Sub-Total Tonnage | 3623 |
| 2 - Airborne Eng. Bns. | @ 18 | equals 36 |
| 10 - Standard Eng. Bns. | @ 36 | equals 360 |
| | Sub Total Tonnage | 396 |

Total Tonnage 103179.2 Tons

Units to come in 100,000 tons plus 60 days at the rate of 20 Groups per month for first 3 months and remainder in 1 month.

1. In this case complete subsistence has been included in the estimates.

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2. Figures above give total tonnage including Gas, oil, bombs, a/c supply, aviation engineers, personnel, etc. The figures are based on normal operational sorties.

3. The CACW and CAF Fighter units are on half the size of an American Fighter unit. The CACW and CAF Medium Bomb units are two-thirds the size of an American unit. The size of the CAF Heavy Bomb Group is not known, but the figures are based on 6 planes per squadron instead of 9 per squadron as in an American Unit.

4. The above study is based upon the assumption that the V.H.B. will be self-supporting, and will not require tonnage flown into China via A.T.C.

JOHN O. NEAL,
Colonel, G.S.C.,
A-3.


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HEADQUARTERS ARMY AIR FORCES

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ROUTING AND RECORD SHEET

| TALLY NO. | |
|---|---|
| FILE NO. | |

SUBJECT: General Survey of the Central Pacific Area. (Cont'd)

TO: AC/AS, Plans

DATE 6 Jan 1944

FROM: AC/AS, OCR (Requirements Division)

COMMENT NO. 2(Cont'd)
Lt Col W.E. Noceto/nbk/4248

4. The convoy transporting the initial phase landing troops should also transport the Service Group personnel and equipment necessary to maintain the combat squadrons for a minimum period of fifteen days. The resupply should be effected either by surface-borne vessels or by air, contigent upon the availability of facilities.

Norman D. Sillin

NORMAN D. SILLIN
Colonel, Air Corps

Asst for Pers & Orgn Noceto

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HEADQU TERS ARMY AIR FORCES

ROUTING AND RECORD SHEET [redacted]

| TALLY NO. | |
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| FILE NO. | |

SUBJECT: General Survey of the Central Pacific Area. CONFIDENTIAL

TO: AC/AS, Plans

DATE 6 Jan 1944

FROM: AC/AS, OCR (Requirements Division)

COMMENT NO. 2

Lt Col W.E. Noceto/nbk/4248

1. This office does not favorably consider the idea of divorcing the air and ground echelons of the combat squadrons. The two principal objections are:

a. That it would definitely tend to decrease or impair the morale of the units affected.

b. That the maintenance function, when performed by ground crews who have not had long and continuous contact with the particular airplanes being serviced, of necessity cannot be as efficiently performed as it is when performed by ground crews that are definitely assigned to specific airplanes.

2. It is understood that in the Seventh Air Force there has been formed a hybrid organization consisting of approximately 700 to 800 individuals to perform the functions normally provided by the Service Group.

a. The strength of this organization is almost identical to that provided in the new Tables of Organization which have been prepared for a Service Group, set up on a functionalized basis eliminating arm and service distinction. The aggregate strength of this Service Group, which consists of a Hq & Hq Sq, an Engineering Sq and a Materiel Sq, is 831 individuals. A Service Group so organized is now being service-tested at Brooksville, Florida.

b. The general feeling is that airdrome squadrons should not be employed in leap-frog operations but that the ground echelons should be split in two sections for this type of operation.

3. The islands in the area in which the operations are projected, in most cases, do not have sufficient usable area to accomodate more than three combat squadrons. The new type Service Group is designed to function with one Combat Group instead of two as presently provided for in AAF Regulation 65-1. It is believed, however, that although but three combat squadrons can be based on a given island, it would be wise to assign a complete Service Group to function with those combat squadrons because whatever surplus personnel there might be in that Group would in all probability be required to render necessary service to transient aircraft and individual air echelons passing through.

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HEADQU TERS ARMY AIR FORCES
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ROUTING AND RECORD SHEET

| TALLY NO. | |
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| FILE NO. | |

SUBJECT: General Survey of the Central Pacific Area

TO: ACAS, OC&R, Requirements Division

DATE DEC 30 1943

FROM: ACAS, Plans

COMMENT NO. 1
FGA/jn/4152

1. The attached plan entitled "General Survey of the Central Pacific Area" prepared by the Commanding General, Seventh Air Force, is forwarded for your comment in connection with the following ideas:

a. The operational plan discussed on page 3 proposes to operate constantly all bombardment aircraft in the combat area at a maximum tempo, with crews, aircraft and individual replacements to flow into the combat area from the advanced support area (see attached map). It is conceivable that a new type of group organization functionally designed for this type of warfare might be better adapted to the conduct of the proposed operations than our standard T/O group. It is therefore considered that the time is ripe to re-examine the organization of combat groups and supporting services when used in the Central Pacific in the light of the proposed method of conducting operations.

b. The Seventh Air Force does not currently employ the standard table of organization for service groups, but has improvised a type of organization functionally designed for aerial warfare in the Central Pacific. This has complicated the supply problem considerably, since the normal method of supply on the basis of standard tables cannot be employed. After the defeat of Germany there will be a substantial increase in combat and service units allocated to the Seventh Air Force. The permanent separation of combat units into air echelon and ground echelon will be essential for the kind of warfare contemplated in the attached plan; furthermore, it is conceivable that more ground echelons than air echelons may be required in order to provide a continuous flow of combat units from island bases in the rear areas toward island bases in the combat area.

c. If after thorough consideration the modus operandi set forth in the attached plan appears to be sound, it is believed that an AAF doctrine covering the tactics and technique of such an operation should be developed and promulgated.

2. Your comments in regard to the above are requested not later than 10 January 1944.

JOE L. LOUTZENHEISER
Colonel, GSC
Chief, Operational Plans Division

1 Incl
Gen Survey of C Pac Area

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HEADQUARTERS ARMY AIR FORCES

# DOCUMENT RECEIPT

(External)

DATE: 12/30/43

| ORIGINATING OFFICE | ADDRESSEE |
|---|---|
| AFAEP | AC/AS OC&R, Requirements Division |

IDENTIFICATION

R&R 1, subj: G.S. of C.P.A.

1. Incls: Cy of G.S. of C.P.S. w/map
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PLEASE SIGN AND RETURN IMMEDIATELY TO: Commanding General, Army Air Forces, Washington 25, D. C. Attention:

| RECEIVING HEADQUARTERS | DATE RECEIVED |
|---|---|
| | |

| TYPED NAME | SIGNATURE |
|---|---|
| J. W. Chapman | |
| GRADE: Lt-Col. | ARM, SERVICE OR ORGANIZATION: AC |

| FILE DATE | COURIER NO. | REGISTERED NO. |
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(See Instructions on Reverse Side)

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*INSTRUCTIONS*

*The originating office will prepare this form in duplicate whenever a receipt is necessary for a document transmitted to an office outside of this headquarters. The original and copy will accompany the document to the Central Mail Section where the appropriate number (courier or registered) will be inserted on both copies. The Central Mail Section will inclose the original with the document sent forward to the addressee, returning the copy to the originating office to indicate the dispatch number. Upon return of the original through the Central Mail Section to the originating office, the copy will be destroyed.*

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HEADQUARTERS SEVENTH AIR FORCE
OFFICE OF THE COMMANDING GENERAL
APO No. 953

Air plans
9 Dec 43

Major General Barney M Giles,
Chief of Air Staff,
Pentagon Building, Washington, D.C.

Dear Barney;

Your letter and accompanying chart indicating the redeployment of Air Force units in the event of capitulation of Germany has been studied. Your communication poses the following questions:

a. General survey of the Central Pacific area.
b. Operational and service plans.
c. Facilities required. (That was a big order!)
d. Rate of absorption of units per month.

I am sure that you realize that while in the midst of our present operations, with my headquarters consisting of three Regulars, situated some 2300 miles from Hawaii, I can only offer an outline at this time. However, the brief survey submitted herewith is soundly based on a realistic knowledge of this theater and its peculiar requirements, reinforced by the experience we have gained in planning and conducting our operations in this area.

As the time approaches when the adoption of this, or some similar general plan is indicated, of course it will become necessary to place some talent solely on the job of developing the details and otherwise drape this skeleton with real substance. Here is hoping that time will not be far off.

Copy of enclosures sent to Requirements Div of OC+R for study and comment regarding estab. of a functional organization for the type of operations outlined therein.

Sincerely,

Willis H. Hale
Major General, U.S.A.

Typed by W.H.H. at Funafuti.

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HEADQUARTERS SEVENTH AIR FORCE
OFFICE OF THE AIR FORCE COMMANDER
A. P. O. #953 CG(AC-2)

9 December 1943

GENERAL SURVEY OF THE CENTRAL PACIFIC AREA

GENERAL:

The island bases from which land based-aviation must operate in this area are of two general types: flat coral atolls or, small, but usually rugged, volcanic islands. The feature common to both is the small land mass suitable for air bases. It has been our experience so far that the average Central Pacific atoll provides space for only two or three heavy bombardment squadrons. This can be applied as a yard stick for the placing of medium bombardment and fighters.

The Jap-held islands in which we are interested have been jealously guarded against the rest of the world for many years. With the exception of Japan, Germany probably possesses more detailed knowledge of these islands than any other nation. Long range reconnaissance by land-based planes, and the observations of carrier-based planes engaged in the present offensive operations, should greatly augment our meager knowledge within the next few months.

Distances from bases to objectives are so great that fighter aviation, except in a few cases, can be employed only in local defense.

Although small land masses will provide bases for but two or three (or equivalent) heavy bombardment squadrons, this circumstance does not limit their employment solely to the units based thereon. Proper timing and rapid servicing facilities will permit the staging of units through advanced bases. During the Gilbert Island operations this method was frequently employed, thus enabling, for instance, units stationed at Canton to stage through Baker and attack Jap bases 1400 nautical miles from Canton.

Ground and Air echelons would be separated and would not exist as a unit. The air echelon would provide a continuous flow of offensive air action through bases permanently occupied by the ground echelons of all units. These bases would provide housing, servicing, maintenance, etc., to keep the flow of aircraft moving.



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(General Survey [redacted]e Central Pacific Area dated [redacted]cember 1943)

ASSUMPTIONS:

That the Central Pacific campaign will have advanced to a phase which will make the Marianas and the Palau Islands available for basing our forward combat units.

GENERAL ORGANIZATION OF THE CENTRAL PACIFIC: (See Attached Map) map w/d - in Projects - AEP

Combat Area: Marianas and Palau Islands groups.
Advance Support Area: Caroline Islands.
Rear Support Area: Marshalls and Gilbert Islands.
Training and Rehabilitation Area: Hawaiian Islands.

EMPLOYMENT OF AREAS:

Combat Area: Provide bases for the maximum number of bombardment groups divided into two (2) Striking Groups:

Striking Group No. 1:

Initial Bases: Mariana Islands.
Initial Objective: Bonin Islands.
Eventual and Staging Bases: Bonin Islands.
Eventual Objective: Mainland of Japan.

Striking Group No. 2:

Initial Bases: Palau Islands.
Initial Objective: Philippine Islands in conjunction with the South Pacific and Southwest Pacific Air Forces.

Advance Support Area:

Maintain in this area immediate replacements in airplanes and crews for the Combat Area. Establish supply, maintenance and repair facilities to include at least one month (30 days) reserve.

Rear Support Area:

Establish major supply, maintenance and repair facilities to include at least three months (90 days) of reserve supplies of all categories to include floating storage. Staging facilities to be provided.



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(General Survey [redacted]he Central Pacific Area dated [redacted]ecember 1943)

Training and Rehabilitation Area:

To be employed for the training of crews en route forward. Recreation and rest for crews relieved from forward areas. Crew replacement pool. Major shipping and transshipment area.

OPERATIONAL PLAN - GENERAL:

COMBAT:

To operate constantly all bombardment aircraft in the Combat Area at a maximum tempo.
Crews, aircraft and individual replacements to flow into the Combat Area from the Advanced Support Area.
War-weary crews and casualties to be evacuated to the Training and Rehabilitation Area.
Fighters to protect airdromes in this area - distances to objectives being too great to allow their use for cover.

SERVICE:

A Central Pacific Air Force Service Command to be established to administer four (4) Air Service Areas to be organized and established one each in:

1. Combat Area.
2. Advance Support Area.
3. Rear Support Area.
4. Training and Rehabilitation Area.

Air Force Service Groups, or ASSRONS, to be augmented by the absorption of all T/O ground echelons pertaining to combat units. These service forces to remain in place irrespective of the movements or rotation of their original parent combat unit.
All combat units (Air echelons) to be relieved of administration of divorced ground elements and remaining responsible solely for combat duty and 1st Echelon maintenance.

ENGINEER AVIATION BATTALIONS REQUIRED:

Until reconnaissance discloses information concerning the





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bases to be occupied (now in Japanese possession) it will be impracticable to estimate Engineer requirements. It is realized that initial construction requirements will exceed maintenance requirements. It is also realized that "leap-frogging" of Engineer units will be feesible. The best estimate that can be given at this time is twenty (20) Aviation Engineer Battalions. Engineer Regiments (GS) will be required in addition.

FACILITIES REQUIRED:

At present these requirements can be stated only in general terms as follows:

| | |
|---|---|
| Air Bases | Refrigeration Plants |
| Port Facilities | Special Types of Vessels (LST; LCT; etc.) to include amphibious vehicles. |
| Hospitals | |
| Depots | |
| Warehousing | |
| Bakeries | Air and Navigation Aids |
| Laundries | Floating Storage |
| Distillation Plants | Av Gasoline Tank Farms |

RATE OF ABSORPTION OF UNITS PER MONTH:

Total Service units can be absorbed as soon as available. At least 50% of these units should be in place prior to arrival of combat units. After that, employing Hawaii as an initial staging area, ten (10) Combat Groups per month may be absorbed by this theater. NOT MORE THAN EIGHT (8) Groups of Fighter Aviation of the Fifteen (15) Groups listed to be available can be employed in this theater.



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HEADQUARTERS ARMY AIR FORCES

ROUTING SLIP

TO: DATE 7 Jan

| OFFICE OR SYMBOL | BUILDING |
|---|---|
| AC/AS-PLANS | |
| ATTENTION: | ROOM |

FOR:

| | | | | | |
|---|---|---|---|---|---|
| | COORDINATION | | INVESTIGATION | ✓ | DIRECT ACTION |
| | INFORMATION | | RECOMMENDATION | | SIGNATURE |
| | FILE | | CONFERENCE | | |

REMARKS:

MAR

FROM:

| NAME | OFFICE OR SYMBOL |
|---|---|
| S/AS | |
| PHONE | BUILDING / ROOM |

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HEADQUARTERS ELEVENTH AIR FORCE
APO 980, c/o Postmaster,
Seattle, Washington.

24 December 1943

CONFIDENTIAL

Auth: CG, 11th A. F.
By: [signature]
Date: 24 Dec '43

Major General Barney M. Giles, U. S. Army
Headquarters Army Air Forces
Washington 25, D.C.

Dear Barney:

As indicated in my letter of 4 December 1943 I submit the following additional information in connection with the "Redeployment in Event of Capitulation of Germany."

a. Plan of Operations. No Change.

b. Deployment of Combat Units. No Change.

c. Additional Engineer Troops Required. No change in number. These troops are not included in paragraph e below, nor in Inclosure #2, for the reason that construction in this theater is under the direct supervision of the Theater Commander. Estimated requirements have been coordinated with him.

d. Rate at which Combat Units can be absorbed. No change.

e. Additional Supporting Services Required. To support this plan the following organizations, in addition to those now scheduled to remain here, will be required:

(1) Seven (7) Service Groups each comprising:
1 Group Hq & Hq Squadron
2 Service Squadrons
2 QM Truck Companies (Avn)
2 Ordnance Supply & Maintenance Companies (Avn)
1 Signal Company, Service Group

(2) Four (4) Full Strength Base Squadrons

(3) Three (3) Depot Groups

(4) One (1) Air Evacuation Squadron

(5) One (1) Air Freight Group (See Incl #1)

(6) One (1) Ordnance Maintenance Company, Air Force

(7) One (1) Ordnance Ammunition Company

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(8) One (1) Ordnance Depot Company

(9) One Chemical Company, Depot

(10) One (1) Chemical Company, Air Corps.

f. Deployment and Use of Service Units. Inclosure #2 shows the proposed deployment of service units and includes tactical deployment for ready reference. Third echelon maintenance will be provided at Casco, Shemya, Amchitka, Adak, Umnak, Tanaga and Elmendorf. Fourth echelon maintenance will be available at Elmendorf and to a limited degree at Adak. Supplies and equipment will be furnished direct to all bases from the Port of Embarkation in the United States, with a small reserve kept at the Alaska Air Depot for emergency air shipment to advanced operating bases. In order to keep combat worthy airplanes at the forward bases and to avoid the congestion of repair facilities at these bases, wherever feasible airplanes will be flown to bases in the rear for complete third and fourth echelon maintenance as required.

g. Shipping Requirements. Information on shipping requirements has been furnished the Alaskan Department for advance planning. A brief outline of these requirements, in addition to that needed to transport troops and T/BA equipment, is given below.

(1) Aviation Gasoline and Oil. Tankers having a combined capacity of 12,500,000 gallons must be provided to service the operating bases on a semi-monthly round trip schedule.

(2) Shipping needed immediately to redistribute supplies within Alaska - 3700 ship tons.

(3) Shipping needed immediately to build up stockages from the United States 62,000 ship tons.

(4) Shipping needed each month to replenish ammunition expenditures - 9000 ship tons.

h. Additional Personnel Requirements. It will be necessary to enlarge the Service Command headquarters and, to a lesser extent, the Air Force and Bomber Command headquarters.

Sincerely,

DAVENPORT JOHNSON,
Major General, U. S. Army,
Commanding.

2 Incls:
Incl #1 - Manning Table for Air Freight Group (Proposed)
Incl #2 - Chart of Proposed Deployment Air Force Units

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MANNING TABLE FOR AIR FREIGHT GROUP
(Proposed)

| | Gp Hq | "A" Det | "B" Det | "C" Det |
|---|---|---|---|---|
| Colonel | 1 | | | |
| Lieut Colonel | 1 | | | |
| Major | | 1 | | |
| Captain | | 2 | | |
| 1st Lieut | 1 | 5 | 3 | 1 |
| 2nd Lieut | | 4 | 2 | 2 |
| Total Officers | 3 | 12 | 6 | 3 |
| M/Sgt | | 3 | 1 | |
| 1st Sgt | 1 | | | |
| T/Sgt | 1 | 1 | 1 | 1 |
| S/Sgt | 1 | 6 | 3 | 1 |
| Sgt | 2 | 15 | 8 | 3 |
| Cpl | 3 | 25 | 15 | 10 |
| Pfc or Pvt | 2 | 100 | 62 | 25 |
| Total EM | 10 | 150 | 90 | 40 |
| Aggregate | 13 | 162 | 96 | 43 |

Detachments will be required as follows:

| | | |
|---|---|---|
| 1 Group Hq and "A" Det (Elmendorf) | 14 Off | 160 EM |
| 5 "B" Dets (Shemya, Adak, Umnak, Casco, Amchitka) | 30 Off | 540 EM |
| 4 "C" Dets (Tanaga, Cold Bay, Naknek, Alexai) | 12 Off | 160 EM |
| Aggregate Strength Required | 57 Off | 860 EM |

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PROPOSED DEPLOYMENT AIR FORCE UNITS

| | Total Contemplated | On Hand Now | Needed or Expected | DISTRIBUTION | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | Alexai Point | Casco | Shemya | Amchitka | Tanaga | Adak | Umnak | Cold Bay | Misc Stations | Elmendorf |
| HB GROUP | 8 | 0 | 8 | | 1 | 2 a | 3 | | 1 | 1 | | | |
| HB SQDN (Sep) | 1 | 1 | 0 | | | | | | | 1 | | | |
| MB GROUP | 1 | 0 | 1 | | | | | 1 | | | | | |
| MB SQDN (Sep) | 1 | 1 | 0 | | 1 | | | | | | | | |
| RECONN SQDN | 1 | 0 | 1 | 1 | | | | | | | | | |
| FIGHTER GROUP | 6 | 1 | 5 | 1 | 1 | 1 | 1 | 1 | 1/2 | 1/2 | | | |
| AIR DEPOT GROUP | 4 | 1 | 3 | | | | | | 1 | | | | 3 |
| SERVICE GROUP | 8 | 1 | 7 | | 1 | 1 | 2 | 1 | 1 | 1 | | | 1 |
| BASE SQUADRONS | 9 | 4 | 5 | | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1b | 1 |
| BASE SQDNS (RS) | 4 | 4 | 0 | 1 | | | | | | | | 3c | |
| AIR FREIGHT GROUP | 1 | 0 | 1 | | | | | | | | | | 1 |
| TROOP CARRIER GROUP | 1 | 0 | 1 | | | | | | | | | | 1d |
| TRANSPORT SQDN (Sep) | 1 | 1 | 0 | | | | | | | | | | 1 |
| AIR EVACUATION SQDN | 1 | 0 | 1 | | | | | | | | | | 1 |
| SIG BN CONST (Avn) | 1 | 1 | 0 | | | | | | 1 | | | | |
| SIG CO (Avn) | 1 | 1 | 0 | | | | | | 1 | | | | |
| ORD MAINT CO (Air Force) | 1 | 0 | 1 | | | | | | 1 | | | | |
| ORD AMM CO | 1 | 0 | 1 | | | | | | 1 | | | | |
| ORD DEPOT CO | 1 | 0 | 1 | | | | | | 1 | | | | |
| CHEM CO (Depot) | 1 | 0 | 1 | | | | | | 1 | | | | |
| Chem CO (Air Force) | 6 | 1 | 5 | | 1 | 2 | 1 | | 1 | 1 | | | |

a. Includes one Pathfinder Group

b. Stationed at Naknek, with Detachments at Pt Hieden, McGrath, Bethel, Kodiak, Gulkana and Cordova.

c. Stationed at Yakutat, Annette Island and Atka.

d. Squadron Air Echelons will be located as follows:
3 at Adak (includes Air Evacuation planes)
1 at Umnak

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HEADQUARTERS
THIRTEENTH AIR FORCE
APO 719

A-3/JMS/fvh

In reply
refer to: AG 320.2

20 December 1943.

SUBJECT: Redeployment of Air Force Combat Groups and Separate Squadrons.

TO : Commanding General, Army Air Forces, Washington, D. C.
(Thru: Commanding General, USAFISPA, APO 502)

1. In reply to the letter from Major General Giles to Major General Twining, dated 17 November 1943, a general plan for redeployment of Air Force combat groups and separate squadrons is submitted herewith.

2. a. Current operations and plans for the next few months in this theatre include a gradual forward shift of all units in the rear areas. As a consequence airdromes at Nandi, New Caledonia and Espiritu Santo are being, or shortly will be, maintained by reduced strength base detachments, sufficient to support current operations which have been reduced. In the event of redeployment, this theatre will be able to absorb the new units as indicated herein. A survey of airdromes, camp sites and utilities substantiates this statement.

b. It is noted that supporting services will be furnished as contemplated by AAF Reg. 65-1. It is emphasized that these services should be dispatched to the theatre somewhat in advance of the combat units, in order that they will be set up for operation upon the arrival of the aircraft. Similarly tactical ground echelons should precede if possible their corresponding air echelons.

c. The staging of new units enroute to the Southwest Pacific will involve bases in this theatre. These bases will include Guadalcanal, Espiritu Santo, Nandi, and New Caledonia. It is impossible at this time to determine with any degree of accuracy the rate of flow of units on any of these routes. Until this can be done no accurate determination of requirements, in terms of additional service units, at the various staging bases can be made.

d. Navy plans call for a reduction in the number of Navy and Marine squadrons in the theatre beginning about 30 June 1944. Until after that date no material advantage as to vacated space can accrue from that source.

3. a. Heavy Bombardment

Approved program: 2 groups, 1 separate squadron. Redeployment: 8 groups, 3 separate squadrons.

(1) Immediate plans call for one group and one separate (L.A.B.) squadron at Munda, and the remaining group at Guadal-

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canal.

(2) In the event of redeployment it is planned to station two groups at Munda, three groups at Guadalcanal, and three groups at Espiritu Santo for staging to Kavieng and/or Admiralty Islands fields as soon as they are available. The two additional L.A.B. separate squadrons would also be staged through Espiritu Santo for employment in the Kavieng - Admiralty Islands area.

(3) It is desired that these additional groups and separate squadrons be shipped as follows:

1st month: Three groups direct to Guadalcanal.
2nd month: Three groups and two L.A.B. separate squadrons to Espiritu Santo for transhipment to Kavieng - Admiralty Islands area.

(4) In general we plan to operate against targets in the Rabaul area with the heaviest constant strength that can be maintained. When the Kavieng - Admiralty Islands area is occupied, targets in the Caroline, Marianas and Palau Island Groups will receive most of the attention, but we will still have to keep pounding Rabaul from Munda. The three groups at Guadalcanal will alternate with the groups in the forward area, and will also operate as a replacement and training center.

b. Medium Bombardment

Approved program: 1 group. Redeployment: 1 group.

(1) Originally it was planned to station this group in the Empress Augusta Bay area on Bougainville Island. However, due to lack of anticipated field sites in this area, it is now planned to station the group headquarters and two squadrons on Stirling Island in the Treasury Islands. The third and fourth squadrons will remain at the Russell Islands as a replacement and training center.

(2) This group will continue to operate against both shipping and ground targets in the Bougainville - Rabaul area.

c. Fighters

Approved program: 2 groups and 1 night fighter squadron. Redeployment: 5 groups and 3 night fighter squadrons.

(1) Immediate plans are to station one group in the New Georgia area with at least one squadron on Bougainville, and one group at Guadalcanal with two squadrons in New Georgia area. At present



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the night fighter squadron is divided between Guadalcanal and Munda.

(2) In the event of redeployment it is proposed to station one group on Bougainville, one group in the New Georgia area and one group at Guadalcanal as a replacement and training center. The fourth and fifth groups and the two additional night fighter squadrons will be stationed in the Kavieng - Admiralty Islands area.

(3) All three additional groups and two additional night fighter squadrons may be shipped as soon as available direct to Guadalcanal.

(4) Fighters will be used for bomber escort, fighter - bomber and strafing missions, cover for friendly shipping and defense of the island bases.

d. Reconnaissance

Approved program: 1 group. Redeployment: 1 group.

(1) Present employment, consisting of mapping and target coverage, will continue. One Hq & Hq Sq, Photo Wg (Rcn) and one photo squadron (L) have been requested in "Troop Basis for South Pacific Area, 30 June 1944" in order properly to administer and operate all Army, Navy and Marine photographic units in the South Pacific area.

e. Troop Carrier

Approved program: ½ group, 1 separate squadron. Redeployment: ½ group, 2 separate squadrons.

(1) It is urgently requested that in the redeployment of troop carrier units, our allotment be increased to four groups. Because of the nature of island warfare a comparatively large percentage of freight and personnel must be shipped by air. After the occupation of Kavieng and the Admiralty Islands, a much greater percentage will have to be air-shipped because of the long exposed sea route to this area. One additional troop carrier group and one troop carrier wing headquarters have been requisitioned in the "Troop Basis for South Pacific Area 30 June 1944".

(2) The redeployed squadron listed and any additional troop carrier units which may be allotted to the South Pacific area may be shipped as soon as available to Guadalcanal.

f. Additional Engineer Units

(1) Two additional engineer aviation battalions (white) were requested in "Troop Basis for South Pacific Area, 30 June 1944".



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It is the policy of the Commander South Pacific to build sufficient airfields to accommodate, in the forward area, approximately twice the normal operating aircraft during a landing operation. These aircraft are brought forward from the rear areas or are carrier based aircraft temporarily land based in the forward area. Therefore it is believed that no engineer units besides the two already requested will be required to build additional fields other than those already planned.

g. Additional Service Units

(1) One depot group, one service group and three airdrome squadrons were requested in "Troop Basis for South Pacific Area, 30 June 1944". In the event of redeployment, three depot groups, ten airdrome squadrons and five additional service groups with their allied service units will be required, making a total of five depot groups, nine service groups and eighteen airdrome squadrons. These will be employed in general as follows: One depot group, two service groups and four airdrome squadrons per four combat groups in the Admiralty, Kavieng, Bougainville, New Georgia and Guadalcanal areas. In addition a Base Headquarters and Air Base Squadron (RS) will be required for each airbase in the rear area for which this command will be responsible.

RAY L. OWENS,
Brigadier General, U.S.A.,
Commanding.

320.2 1st Ind.
Headquarters USAFISPA, APO #502, 30 December 1943.

To: Commanding General, Army Air Forces, Washington, D.C.

1. The forgoing letter has been reviewed by General Harmon who concurs in general.

2. It is to be emphasized that the uncertainty which now exists with respect to future organization and conduct of operations in the Pacific area makes sound planning an impossibility. This should be clarified at the earliest possible time.

For the Commanding General:

A.J.BARNETT,
Brigadier General, G.S.C,
Chief of Staff.

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FIELD HEADQUARTERS ELEVENTH AIR FORCE
APO 980, c/o Postmaster
Seattle, Washington

4 December 1943

Major General Barney M. Giles
Chief of the Air Staff, Army Air Forces
Washington, D. C.

Dear Barney:

In answer to your letter of 17 November 1943, subject "Redeployment in Event of Capitulation of Germany", the following is submitted:

Plan of Operations

Our plan would contemplate bombing of all worth-while sea and land targets within 1000 mile radius of Shemya. This includes the northern Kurile Islands.

Combat missions would take off from Shemya and Attu. Other units have been based as far forward as possible. Adak would be equipped for major maintenance and repair and would also be an Operational Training Center. Umnak would be used for final check of equipment of new units, personnel indoctrination and Operational Training of replacement personnel. The Depot would remain at Elmendorf.

Due to the limited range of Medium Bombers and the small force assigned, it is not believed practical to plan their extensive use against enemy land positions. Their primary mission would be considered as "shipping alert", thus fully releasing all Heavies for intensive attack missions. For special missions against Paramushiru in favorable weather conditions, the Medium Group from Tanaga could be moved up to Casco Field, Attu for take off.

Deployment of Combat Units

See Inclosure No. 1.

Additional Engineer Troops Required

8 Battalions

Rate at which Combat Units can be absorbed

Present facilities will accomodate six groups.

Succeeding groups can be taken at intervals after arrival of additional Engineer Troops as follows:

2 months - three groups

3 months - two groups

4 months - three groups

5 months - two groups

Or total Force proposed five months after arrival of additional Engineer Troops.

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Plans have been made by the Alaskan Department for reducing greatly the Engineer Troops in this theatre between now and June 30, 1944 to come below the 80,000 ceiling they are under orders to reach by that date. This will result in slowing up our entire construction program. We have recently had to eliminate or defer planned projects because of this. Maintaining or increasing present Engineer strength would greatly help in the speedy completion of the improvements to bases needed to put our plan into effect.

Supporting Services

The proper proportion of Supporting Services for the Combat Units scheduled can be accomodated concurrently with schedule for Combat Units given above. Should be scheduled in advance if possible.

The Service Command has started a detailed study of the airdrome, maintainence and supply facilities, Engineer Troops and equipment requirements. This will be forwarded to you later.

Your letters giving general information on Air Force activities are appreciated. Extracts of the information given are circulated among Staff and Command personnel.

Sincerely,

DAVENPORT JOHNSON
Major General, United States Army
Commanding

1 Incl:
Table - Proposed Deployment, etc. Eleventh Air Force



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FIELD HEADQUARTERS ELEVENTH AIR FORCE
APO 980, c/o Postmaster
Seattle, Washington

3 December 1943.

PROPOSED DEPLOYMENT WITH STRENGTH IN ACCORDANCE WITH LETTER, AAF, SUBJECT, "REDEPLOYMENT IN EVENT OF CAPITULATION OF GERMANY", DATED NOV. 17, 1943.

CASCO

1 H B Group
1 M B Squadron (sep)
1 Fighter Group

ALEXAI POINT

1 Fighter Group
1 Recon. Squadron

SHEMYA

2 H B Groups (includes Pathfinder Group)
1 Fighter Group

AMCHITKA

3 H B Groups
1 Fighter Group

TANAGA

1 M B Group
1 Fighter Group

ADAK

1 H B Group
2 Fighter Squadrons
(Major Repair Facilities)

UMNAK

1 H B Group
1 H B Squadron (Sep)
2 Fighter Squadrons

EIELSENDORF FIELD

1 Transport Group
1 Transport Squadron (Sep)

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Wtn: 11/19/43

**Demobilization Planning (Materiel).**

Special Projects Office.

Asst. Chief of Air Staff, Plans.

11/19/43 -
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PMH/lay/74024

1. To make possible continued planning based on originally submitted tentative deployment tables, attached is a schedule indicating combat units moving from U. K. and Africa to Pacific-Asiatic area after defeat of Germany.

2. It cannot be too strongly emphasized to all users that this schedule, already obsolete by reason of subsequent deployment revision, is solely for demobilization planning purposes and that the actual movement will show many fewer units remaining in the then inactive theatre after Germany's defeat.

P. M. HAMILTON,
Colonel, G. S. C.,
Chief, Post War Plans Division.

1 Incl.
Schedule
(4 Copies)

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SCHEDULE OF MOVEMENT OF AAF COMBAT GROUPS FROM EUROPE-AFRICA AREA

TO PACIFIC-ASIATIC AREA

(For Demobilization Planning Purposes Only)

| FROM: | | | TO: | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| Area | Type | On Hand | U.S. | India-China | North Pacific | Central Pacific | South Pacific | SoWest Pacific | Total Moved | Left |
| UNITED KINGDOM | HB | 41 | - | - | 5 | 12 | 4 | 10 | 31 | 10 |
| | M&LB | 11 | - | - | 1 | 3 | - | 4 | 8 | 3 |
| | F&FB | 36 | - | - | 3 | 12 | 3 | 10 | 28 | 8 |
| | RFGN | 3 | - | - | - | - | - | - | - | 3 |
| | TC | 14 | 3 | - | 1 | 2 | - | 7 | 13 | 1 |
| TOTAL | | 105 | 3 | - | 10 | 29 | 7 | 31 | 80 | 25 |
| AFRICA (MEDITERRANEAN) | HB | 21 | - | 10 | - | - | - | 6 | 16 | 5 |
| | M&LB | 7 | - | 3 | - | - | - | - | 3 | 4 |
| | F&FB | 10 | - | 4 | - | - | - | 2 | 6 | 4 |
| | RFGN | 3 | - | - | - | - | - | - | - | 3 |
| | TC | 3 | - | 2 | - | - | - | - | 2 | 1 |
| TOTAL | | 44 | - | 19 | - | - | - | 8 | 27 | 17 |

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HEADQUARTERS ARMY AIR FORCES

# DOCUMENT RECEIPT

(External)

DATE: 11/17/43

| ORIGINATING OFFICE | ADDRESSEE |
|---|---|
| Asst C/AS, Plans | Maj Gen Willis H. Hale<br>CG,<br>7th Air Force |

| IDENTIFICATION | |
|---|---|
| | Ltr re "R of A C U u D o G" |
| 1. | w/1 Incl - "Table" |
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PLEASE SIGN AND RETURN IMMEDIATELY TO: Commanding General, Army Air Forces, Washington 25, D. C.
Attention: ASst C/AS, Plans - Rm. 3E 1078
The Pentagon.

RECEIVING HEADQUARTERS: Advon Hq 7th Air Force — DATE RECEIVED: 9 Dec 1943

TYPED NAME: R. J. ERICKSON — SIGNATURE: R J Erickson

GRADE: Colonel — ARM, SERVICE OR ORGANIZATION: AGD

| FILE DATE | COURIER NO. | REGISTERED NO. |
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3-5247, AF
(Rev. 1 Nov 43)

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# DOCUMENT RECEIPT

(EXTERNAL)

| ORIGINATING OFFICE | ADDRESSEE |
|---|---|
| AC/AS, Plans | Maj Gen G E Stratemeyer<br>CG, AAF India - Burma Sector<br>New Delhi, India |

**IDENTIFICATION OF DOCUMENT**

| TYPE | DATE |
|---|---|
| Ltr. | |
| **SHORT TITLE** | **BASIC DATED** |
| R of A U u t D o G | 11/19/43 |

**NUMBER AND TYPE OF ENCLOSURES OR ATTACHMENTS**

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PLEASE ACCOMPLISH AND RETURN IMMEDIATELY TO: Commanding General, Army Air Forces, Office of Air Adjutant General, Central Mail Section, Washington, D. C.
Rm. 3E 1078, (AC/AS Plans) The Pentagon, Wash. D C

| RECEIVING HEADQUARTERS | DATE RECEIVED |
|---|---|
| Army Air Forces, India-Burma Sector, China-Burma-India Theater | 4/12/43 |

SIGNED SIGNATURE Charles B Stone III

| TYPED SIGNATURE | GRADE | ARM, SERV. OR ORG. |
|---|---|---|
| CHARLES B. STONE III | Brig. Gen. | Air Corps |

| FILE DATE | COURIER NUMBER | REGISTERED NUMBER |
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(See Instructions on Reverse Side) 3-5267, AF

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HEADQUARTERS ARMY AIR FORCES

# DOCUMENT RECEIPT

(External)

DATE: 11/17/43

| ORIGINATING OFFICE | ADDRESSEE |
|---|---|
| Asst C/AS, Plans | Lt Gen MF Harmon<br>CG, So Pacific Area |

| IDENTIFICATION |
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| ltr re "R of A C U u D of G" |
| 1. w/1 Incl - ltr to Gen Twining (w/1 attachment - table) |
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PLEASE SIGN AND RETURN IMMEDIATELY TO: Commanding General, Army Air Forces, Washington 25, D. C.
Attention: Asst. Chief/Air Staff, Plans
Room - 3E 1078 - The Pentagon

| RECEIVING HEADQUARTERS | DATE RECEIVED |
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| HEADQUARTERS<br>USAFISPA<br>APO 502, % POSTMASTER<br>SAN FRANCISCO, CALIF. | |
| TYPED NAME: A. B. TENOLD<br>GRADE: MAJOR, A.G.D.<br>ARM, SERVICE OR ORGANIZATION: ASST. ADJ. GEN. | SIGNATURE: A B Tenold |

| FILE DATE | COURIER NO. | REGISTERED NO. |
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(Rev. 1 Nov 43)

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# DOCUMENT RECEIPT

(External)

DATE: 11/17/43

| ORIGINATING OFFICE | ADDRESSEE |
|---|---|
| Asst. C/AS, Plans | Maj Gen Nathan F Twining<br>CG,13th A.F. |

**IDENTIFICATION**

1 - ltr " R of A C U u D o G"

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11. (Army Courier Service letter 15832 received and
12. receipted for by the undersigned as Deputy Commander
13. of Thirteenth Air Force in the absence of
14. Major General Nathan F. Twining).
15.

PLEASE SIGN AND RETURN IMMEDIATELY TO: Commanding General, Army Air Forces, Washington 25, D. C.
Attention: AC/AS, Plans, Rm. 3E 1078 The Pentagon

| RECEIVING HEADQUARTERS | DATE RECEIVED |
|---|---|
| Thirteenth Air Force | 25 November 1943 |

| TYPED NAME | SIGNATURE |
|---|---|
| RAY L. OWENS, | Ray L. Owens |
| GRADE: Brigadier / ARM, SERVICE OR ORGANIZATION: General, U. S. A. | |

| FILE DATE | COURIER NO. | REGISTERED NO. |
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# DOCUMENT RECEIPT

(External)

DATE: 11/17/43

| ORIGINATING OFFICE | ADDRESSEE |
|---|---|
| Asst C/AS, Plans | Maj Gen Davenport Johnson<br>CG, 11th Air Force |

| IDENTIFICATION | |
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| | Letter re" R o A C U u D o G" |
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Attention: Asst. C/AS, Plans - Rm. 3E 1078

| RECEIVING HEADQUARTERS | DATE RECEIVED |
|---|---|
| Fld Hqs 11th AF | 11-26-43 |
| TYPED NAME | SIGNATURE |
| GRADE 1st Lt / ARM, SERVICE OR ORGANIZATION AC | Hugh A Broan, Jr |

| FILE DATE | COURIER NO. | REGISTERED NO. |
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AAF (Rev. 1 Nov 43)

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# DOCUMENT RECEIPT

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DATE: 11/17/43.

| ORIGINATING OFFICE | ADDRESSEE |
|---|---|
| Asst. C/AS, Plans | Lt Gen G. C. Kenney<br>CG<br>5th Air Force |

| IDENTIFICATION |
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| Ltr, re " R o A C U u D o G" |
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Attention: Asst C/AS, Plans - Rm. 3E 1078
The Pentagon

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DATE RECEIVED: 29/11/43

TYPED NAME: B. STEVENSON

SIGNATURE:

GRADE: SECRETARY TO THE COMMANDING GENERAL

ARM, SERVICE OR ORGANIZATION: 5th Air Force

| FILE DATE | COURIER NO. | REGISTERED NO. |
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(Rev. 1 Nov 43)

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HEADQUARTERS ARMY AIR FORCES

ROUTING AND RECORD SHEET

CONFIDENTIAL

| TALLY NO. | |
|---|---|
| FILE NO. | |

SUBJECT: Redeployment of AAF Units upon the Defeat of Germany

TO: Chief of the Air Staff

DATE NOV 19 1943

FROM: ACAS, Plans

COMMENT NO. 1

ESL/jn/72259

Transmitted herewith is a letter similar to those recently sent to the Commanding Generals of the Fifth, Seventh, Eleventh and Thirteenth Air Forces, respectively, which it is recommended be dispatched to Gen Stratemeyer.

JOE T. LOUTHAISER
Colonel, GSC
Chief, Operational Plans Division

1 Incl
Proposed ltr to Gen Stratemeyer

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PAGE 1

3-1109 A.F.

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AFAEP File Copy

AFAEP
ESL/jn/72259

wtn 18 Nov 43

NOV 19 1943

Major General George E. Stratemeyer
Commanding General, Army Air Forces
India-Burma Sector
New Delhi, India

Dear Strat:

Before General Arnold left he asked me to provide you with copies of the inclosed tables which indicate:

a. Deployment of AAF combat groups and separate squadrons as of 30 June 1944, per currently approved program.

b. Redeployment in event of capitulation of Germany.

The redeployment cited above, which was developed for planning purposes, has not been approved by the Joint Chiefs of Staff. There may and probably will be some modification of the redeployment to conform with the existing strategic situation as of the date such redeployment becomes possible. However, it is believed that the redeployment as it now stands should afford a fairly firm basis for future planning.

In order that as detailed a plan as possible may be developed now to facilitate the shift of our weight from Europe and the Mediterranean to the Pacific and Asia, the Commanders of the Fifth, Seventh, Eleventh and Thirteenth Air Forces have been requested to carefully survey existing and potential airdrome, maintenance and supply facilities in their respective areas to determine how and where units allocated to them by the proposed redeployment will be deployed and, in general, a plan of operations utilizing these units. A like survey and operational plan for the China-Burma-India Theater is requested of you. It will be noted that for purposes of redeployment the CBI is considered as one theater with no breakdown being made for its three respective components. In this connection, it is suggested that in carrying out the survey and developing the operational plan requested as much front line strength as possible be allocated to China.

Should your survey reveal that existing and potential airdrome and base facilities in the China-Burma-India area will not accommodate all

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of the units allocated by the proposed redeployment, rearward bases in the line of supply may be utilized with a view to keeping the pipeline to combat areas full of fresh units, which may be rotated with those on the fighting fronts.

If practicable, it is requested that arrangements be made for Chennault to work with you and Davidson in the accomplishment of the survey as well as the general operational plan called for and that both the results of the survey and the operational plan be made available to me with the least practicable delay. In this survey, it is of course important that construction requirements incident to the redeployment be assessed and this Headquarters advised as to how far in advance and in what numbers additional Aviation Engineer units will be required. Since no shortage in transportation is anticipated, it is clear that the rate of build-up to full redeployment strength will depend principally on the capacity of the China-Burma-India Theater to absorb the increased forces. Your estimate in this respect, in terms of units per month and facilities required, therefore, is also requested.

I join with you in wishing Godspeed to the time when we can put the redeployment into effect.

Sincerely,

1 Incl
Tables (in triplicate)

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HEADQUARTERS ARMY AIR FORCES

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ROUTING AND RECORD SHEET

| TALLY NO. | |
|---|---|
| FILE NO. | |

SUBJECT: Redeployment of AAF Combat Units upon the Defeat of Germany

TO: Chief of Air Staff

DATE

FROM: ACAS, Plans

COMMENT NO. 1

RSL/jn/72259

1. Transmitted herewith are letters which it is recommended be dispatched to the ComGenSOFac and the Air Force commanders listed below advising them of the subject redeployment and requesting that a careful study be made of existing and potential airdrome and airbase facilities in their respective areas with a view to determining how their units will be deployed and in general an operational plan for the use of these units.

Lt Gen George C. Kenny
Major Gen Willis H. Hale
Major Gen Davenport Johnson
Major Gen Nathan F. Twining

2. The information requested of the Air Force commanders cited is necessary for the formulation of plans to shift the weight of our effort from Europe and the Mediterranean to the Pacific and Asia as soon as practicable once the European war is over.

5 Incls
ltrs to AF Commanders
as above

JOE L. LOUTZENHISER
Colonel, GSC
Chief, Operational Plans Division

Returned to Plans to Lt McCaig by Col Harper - 11/17/43

Letters dispatched 11/17/43 (See receipt.)

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PAGE 1

3-1109 A.F.

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ESL/jn/72259

wtn 15 Nov 43

Lt General W. F. Harmon
Commanding General
South Pacific Area

NOV 17 1943

Dear Miff:

A copy of my letter to Twining this date including the proposed redeployment of AAF combat units upon the capitulation of Germany is inclosed for your information.

As was pointed out to Twining, this redeployment has not been approved by the Joint Chiefs of Staff and no doubt certain modifications will have to be made therein to meet existing requirements at the time it is put into effect. However, the redeployment is considered to be sound for planning purposes as it stands and plans must be made now to facilitate the employment of additional units which will become available once the European phase of the war has been completed.

Best wishes for your continued success.

Sincerely,

1 Incl
Cy ltr to Gen Twining,
w/1 incl

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AFAEP
ESL/jn/72259

wtn 15 Nov 43

NOV 17 1943

Major General Nathan F. Twining
Commanding General
Thirteenth Air Force

Dear Nate:

Your attention is invited to the inclosed tables which indicate:

a. Deployment of AAF combat groups and separate squadrons as of 30 June 1944, per currently approved program.

b. Redeployment in event of capitulation of Germany.

The redeployment cited above, which was developed for planning purposes, has not been approved by the Joint Chiefs of Staff. There may and probably will be some modification of the redeployment to conform with the existing strategic situation as of the date such redeployment becomes possible. However, it is not believed that a substantial modification will be called for and the redeployment as it now stands should afford a fairly firm basis for future planning. Although the inclosure shows only the redeployment of combat units, you are advised that supporting services as contemplated by AAF Regulation 65-1 will be furnished.

In order that as detailed plans as possible may be developed now, to facilitate the shift of our weight from Europe and the Mediterranean to the Pacific and Asia, it is requested that a careful survey be made of existing and potential airdrome, maintenance and supply facilities in your area to determine how and where your units will be deployed and in general a plan of operations utilizing these units.

Should this survey reveal that existing and potential airdrome and base facilities in your area will not accommodate all the units allocated by the proposed redeployment, rearward bases in the line of supply may be utilized with a view to keeping the pipeline to combat areas full of fresh units which may be rotated with those on the fighting fronts, even to the extent of basing units on the west coast of the U. S. and feeding them up to the combat zone for the performance of a number of missions to be determined by you.

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It is requested that the results of the survey (including Aviation Engineer requirements) and the general operational plan called for be made available to me with the least practicable delay. Since no shortage in transportation is anticipated it is clear that the rate of buildup to full redeployment strength will depend principally on the capacity of your theater to absorb the increased forces. Your estimate in this respect, in terms of units per month and facilities required therefor, is also requested.

I join with you in wishing Godspeed to the time when we can put the redeployment into effect.

Sincerely,

1 Incl
Tables

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ESL/jn/72259

wtn 15 Nov 43

NOV 17 1943

Lt General George C. Kenny
Commanding General
Fifth Air Force

Dear George:

Your attention is invited to the inclosed tables which indicate:

a. Deployment of AAF combat groups and separate squadrons as of 30 June 1944, per currently approved program.

b. Redeployment in event of capitulation of Germany.

The redeployment cited above, which was developed for planning purposes, has not been approved by the Joint Chiefs of Staff. There may and probably will be some modification of the redeployment to conform with the existing strategic situation as of the date such redeployment becomes possible. However, it is not believed that a substantial modification will be called for and the redeployment as it now stands should afford a fairly firm basis for future planning. Although the inclosure shows only the redeployment of combat units, you are advised that supporting services as contemplated by AAF Regulation 65-1 will be furnished.

In order that as detailed plan as possible may be developed now, to facilitate the shift of our weight from Europe and the Mediterranean to the Pacific and Asia, it is requested that a careful survey be made of existing and potential airdrome, maintenance and supply facilities in your area to determine how and where your units will be deployed and in general a plan of operations utilizing these units.

Should this survey reveal that existing and potential airdrome and base facilities in your area will not accommodate all of the units allocated by the proposed redeployment, rearward bases in the line of supply may be utilized with a view to keeping the pipeline to combat areas full of fresh units which may be rotated with those on the fighting fronts, even to the extent of basing units on the west coast of the U. S. and feeding them up to the combat zone for the performance of a number of missions to be determined by you.

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It is requested that the results of the survey (including Aviation Engineer requirements) and the general operational plan called for be made available to me with the least practicable delay. Since no shortage in transportation is anticipated it is clear that the rate of buildup to full redeployment strength will depend principally on the capacity of your theater to absorb the increased forces. Your estimate in this respect, in terms of units per month and facilities required therefor, is also requested.

I join with you in wishing Godspeed to the time when we can put the redeployment into effect.

Sincerely,

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ASI/Sec/22250
Ltr 16 Nov 43

NOV 17 1943

Major General Willis H. Hale
Commanding General
Seventh Air Force

Dear Willis:

Your attention is invited to the inclosed tables which indicate:

a. Deployment of AAF combat groups and separate squadrons as of 30 June 1944, per currently approved program.

b. Redeployment in event of capitulation of Germany.

The redeployment cited above, which was developed for planning purposes, has not been approved by the Joint Chiefs of Staff. There may and probably will be some modification of the redeployment to conform with the existing strategic situation as of the date such redeployment becomes possible. However, it is not believed that a substantial modification will be called for and the redeployment as it now stands should afford a fairly firm basis for future planning. Although the enclosure shows only the redeployment of combat units, you are advised that supporting services as contemplated by AAF Regulation 65-1 will be furnished.

In order that as detailed plans as possible may be developed now, to facilitate the shift of our weight from Europe and the Mediterranean to the Pacific and Asia, it is requested that a careful survey be made of existing and potential airdrome, maintenance and supply facilities in your area to determine how and where your units will be deployed and in general a plan of operations utilizing these units.

Should this survey reveal that existing and potential airdrome and base facilities in your area will not accommodate all of the units allocated by the proposed redeployment, rearward bases in the line of supply may be utilized with a view to keeping the pipeline to combat areas full of fresh units which may be rotated with those on the fighting fronts, even to the extent of basing units on the west coast of the U. S. and feeding them up to the combat zone for the performance of a number of missions to be determined by you.

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It is requested that the results of the survey (including Aviation Engineer requirements) and the general operational plan called for be made available to me with the least practicable delay. Since no shortage in transportation is anticipated it is clear that the rate of buildup to full redeployment strength will depend principally on the capacity of your theater to absorb the increased forces. Your estimate in this respect, in terms of units per month and facilities required therefor, is also requested.

I join with you in wishing Godspeed to the time when we can put the redeployment into effect.

Sincerely,

1 Incl
Tables

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AFAEP
ESL/jn/72259

wtn 15 Nov 43

Major General Devenport Johnson
Commanding General
Eleventh Air Force

Dear Davie:

Your attention is invited to the inclosed tables which indicate:

a. Deployment of AAF combat groups and separate squadrons as of 30 June 1944, per currently approved program.

b. Redeployment in event of capitulation of Germany.

The redeployment cited above, which was developed for planning purposes, has not been approved by the Joint Chiefs of Staff. There may and probably will be some modification of the redeployment to conform with the existing strategic situation as of the date such redeployment becomes possible. However, it is not believed that a substantial modification will be called for and the redeployment as it now stands should afford a fairly firm basis for future planning. Although the inclosure shows only the redeployment of combat units, you are advised that supporting services as contemplated by AAF Regulation 65-1 will be furnished.

In order that as detailed plans as possible may be developed now, to facilitate the shift of our weight from Europe and the Mediterranean to the Pacific and Asia, it is requested that a careful survey be made of existing and potential airdrome, maintenance and supply facilities in your area to determine how and where your units will be deployed and in general a plan of operations utilizing these units.

Should this survey reveal that existing and potential airdrome and base facilities in your area will not accommodate all of the units allocated by the proposed redeployment, rearward bases in the line of supply may be utilized with a view to keeping the pipeline to combat areas full of fresh units which may be rotated with those on the fighting fronts, even to the extent of basing units on the west coast of the U. S. and feeding them up to the combat zone for the performance of a number of missions to be determined by you.

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It is requested that the results of the survey (including Aviation Engineer requirements) and the general operational plan called for be made available to me with the least practicable delay. Since no shortage in transportation is anticipated it is clear that the rate of buildup to full redeployment strength will depend principally on the capacity of your theater to absorb the increased forces. Your estimate in this respect, in terms of units per month and facilities required therefor, is also requested.

I join with you in wishing Godspeed to the time when we can put the redeployment into effect.

Sincerely,

1 Incl
Tables

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HEADQUARTERS ARMY AIR FORCES

ROUTING [redacted]

| TALLY NO. | |
|---|---|
| FILE NO. | |

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SUBJECT: Redeployment of the USAAF in Event of the Unexpected Capitulation of Germany

TO: Air Communications Officer
Attention: General McClelland
FROM: AC/AS, Plans

DATE NOV 11 1943

COMMENT NO. 1
FGA:jrl 72259

1. Inclosure No. 1 was submitted to General Arnold in compliance with a directive issued by him on 1 November 1943. Further detailed study indicated in paragraph 4 of above inclosure has been initiated.

2. This matter is referred to you for your information and for any comments that you may care to make regarding the communication implications involved.

JOE L. LOUTZENHISER
Colonel, GSC
Chief, Operational Plans Division

1 Incl
Deployment Tables

TO: AC/AS, Plans

DATE: 15 Nov 43

FROM: Air Communications Officer, Plans & Tactical Applications

COMMENT NO. 2
Col Mundell/nd/2912

1. Col Mundell represented this office at a meeting with representatives of MM&D in making a flash estimate of personnel and equipment to implement this plan. It is understood that copies of this study have been given to Col Forrest Allen of your office.

2. A more detailed study of this plan brings to light additional implications which will require additional information before proper plans can be formulated. Some of these requirements are listed as follows:

a. Movement of units from UK and North Africa doesnot, or may not, materially change AACS requirements to those two theatres. Extension of air routes from either of these two theatres will mean additional personnel and equipment.

b. Additional air routes in Central and Southwest Pacific are necessary due to increased number of Air Force units and expansion in theatres. This again will necessitate additional AACS personnel and equipment.

c. Tactical units operating in UK have been able to make great use of wire, with the probable result of a decrease in ability to operate totally on radio as will be necessary upon transfer to either CBI, Central, or Southwest Pacific.

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HEADQUARTERS ARMY AIR FORCES

ROUTING AND RECORD SHEET

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| TALLY NO. | |
|---|---|
| FILE NO. | |

SUBJECT: Redeployment of the USAAF in Event of the Unexpected Capitulation of Germany

TO: AC/AS, Plans DATE

FROM: Air Communications Officer, Plans & Tactical Applications COMMENT NO. 2
Col Mundell/nd/2912

d. All units in both North Africa and UK are operating to a great extent - totally in the case of fighters - on VHF. There has been no comprehensive survey, as was conducted in the Southwest Pacific, of the CBI theatre to determine whether VHF is a possibility there.

e. Due to the widely spread bases - small islands remotely separated in some instances - a detailed study of communications requirements cannot be made until the details of the various tactical and strategic plans are made available.

H. M. McCLELLAND
Brig Gen, USA

1 Incl: w/d

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HEADQUARTERS ARMY AIR FORCES

DOCUMENT RECEIPT
(EXTERNAL)

| ORIGINATING OFFICE | ADDRESSEE |
|---|---|
| AC/AS, Plans | AC/AS, MMD |

| IDENTIFICATION OF DOCUMENT | |
|---|---|
| TYPE: R&R - No. 1 | DATE: 11/9/43 |
| SHORT TITLE: R o t USAAF i E of the U C of G | BASIC DATED: NOV 9 1943 |

NUMBER AND TYPE OF ENCLOSURES OR ATTACHMENTS

1. Cy R&R fr Gen Arnold to Gen Kuter (TAB A)
2. Ditto Cy Memo for Gen Kuter fr Col Loutzenheiser 11/8/43 w/Incls (in trip) (TAB B)
3.
4.
5.
6.
7.
8.
9.
10.
11.
12.
13.

PLEASE ACCOMPLISH AND RETURN IMMEDIATELY TO: *Commanding General, Army Air Forces, Office of Air Adjutant General, Central Mail Section, Washington, D. C.*

| RECEIVING HEADQUARTERS | DATE RECEIVED |
|---|---|
| SIGNED SIGNATURE: F. J. Close Capt A.C. For [illegible] | |
| TYPED SIGNATURE | GRADE / ARM, SERV. OR ORG. |

| FILE DATE | COURIER NUMBER | REGISTERED NUMBER |
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*(See Instructions on Reverse Side)* 3-5287, AF

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*The originating office will prepare this form in duplicate whenever a receipt is necessary for a document transmitted to an office outside of this headquarters. The original and copy will accompany the document to the Central Mail Section where the appropriate number (courier or registered) will be inserted on both copies. The Central Mail Section will inclose the original with the document sent forward to the addressee, returning the copy to the originating office to indicate the dispatch number. Upon return of the original through the Central Mail Section to the originating office, the copy will be destroyed.*

3-5267, AF

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R & R

file 30

SUBJECT: Redeployment of the USAAF in Event of the Unexpected Capitulation of Germany.

TO : AC/AS, MM & D

Date

FROM : AC/AS, Plans

Comment No. 1
PA/HB 72259

1. TAB "A" is a copy of a directive from General Arnold pertaining to the above subject.

2. Tab "B" is a copy of a memorandum submitted in partial compliance with the above-mentioned directive.

3. In connection with the above, it is requested that you furnish not later than 12 November 1943, your comments, in as detailed form as possible in regard to:

a. Aviation Engineer requirements (N.B.-Copy of deployment tables furnished General Godfrey with verbal request this date.)

b. Initial shipping requirements to achieve redeployment indicated as of 31 December 1943, 31 March, and 30 June 1944.

c. Logistical implications (including shipping) after redeployment has been achieved.

4. In addition to the above, it si requested that a more mature and detailed study of all phases of the proposed redeployment coming under your purview be prepared and submitted at the earliest practicable date.

/s/
JOE L. LOUTZENHEISER
Colonel, GSC
Chief, Operational Plans Division

Incl.
Tab "A"
" B (in trip)

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AAF FILES RSL:jrl 72259
11/8/43

File 30

AAF Program Based on Redeployment of AAF Units Upon Defeat of Germany

AC/AS, Operations, Commitments and
Requirements Attention: DC/AS for Program Control
AC/AS, Plans

1
RSL:jrl 72259

1. Attention is invited to the Directive issued by the CG, AAF under date of 1 November 1943, for the preparation of first, a flash plan and, second, a more mature plan of "the disposition of the 8th, 9th, 12th and 15th Air Forces under the supposition that the war with Germany suddenly stops, say in December". A copy of this Directive is attached as Tab A.

2. In connection with the more mature plan cited in paragraph 1 above, it is desired that, in conformity with ground rules set forth in Tab B, there be developed with the least practicable delay a complete AAF Program based on the redeployment of combat units as of 31 December 1943, 31 March 1944 and 30 June 1944, respectively, indicated in Tab C. A program based on the redeployment of AAF units as of 31 December 1943, projected by months through June 1944, will suffice.

3. Request this Office be advised informally as to the estimated date the AAF Program based on the proposed redeployment of combat units will be available.

3 Incls -
1 - Tab A
2 - Tab B
3 - Tab C

JOE L. LOUTZENHEISER,
Colonel, GSC
Chief, Operational Plans Divisio

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Disposition of the Air Forces

General Kuter

11/1/43
Comment No. 1

General Arnold

It is desired that you prepare for me at the earliest possible moment, first, a flash plan and second, a more mature plan of "the disposition of the 8th, 9th, 12th and 15th Air Forces under the suppcsition that the war with Germany suddenly stops, say in December."

This would include employment of all heavy bombardment ans as much of the medium and fighters as necessary against Japan.

It is very important that I have the flash estimate as soon as I can get it and the more mature estimate when we have the big conference sometime in November.

H. H. A.

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TAB B

1. The following planning factors will be used by all agencies concerned in computing the requirements of the AAF Program based on redeployment of the AAF after the defeat of Germany.

2. Active Theaters (Pacific-Asiatic)

a. Air Crew Attrition

| | |
|---|---|
| HB and VHB | 40% per month |
| All others except TC | 30% per month |
| TC | 7½% per month |

b. Ground Crew Attrition: 1½% per month

c. A/C Attrition:

| | |
|---|---|
| All types except TC | 20% per month |
| TC | 10% per month |

d. Maintenance of pipe-line

One month's attrition in crews and airplanes will be maintained in the pipe line.

e. Reserve Air Crews

| | |
|---|---|
| H and VHB | 2 per UE airplane |
| M&LB & Ftr | 1½ per UE airplane |
| Rcn & Night Ftr | 1 per UE airplane |
| TC | 2 per UE airplane |

f. Reserve A/C

| | |
|---|---|
| TC | 25% |
| All others | 50% |

3. Inactive Theaters (Western Hemisphere and Afro-European Theaters)

a. Aircrew attrition based on U. E. strength in aircraft

2% per month in all units.

b. Ground crew attrition:

½% per month based on T/O strength.

c. Aircraft attrition:

5% per month based on U.E. strength in aircraft.

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d. **Reserve aircrews:**

No reserve aircrews.

e. Reserve aircraft, based on U.E. strength:

25% in all units

4. Re-equipping of units.

As more modern A/C become available all units will be re-equipped as required.

5. Build-up from reduced tables of organization

a. Heavy Bombardment groups to be built up from reduced tables of organization to full tables of organization after 95 groups have been completed. Other units will be so augmented after 1 June 1944, or after the group program of the type of aviation concerned is completed, whichever is the later. The method of building units to full tables of organization will be to continue each month as long as necessary the number of crews that were being furnished with new units while new units were still being deployed, this number of crews being charged against building the full tables of organization and being a requirement in addition to attrition.

b. Troop Carrier Groups will be augmented in size to 64 a/c per group, as soon as aircraft are available.

c. B-29 Groups. After 8 combat and 1 training B-29 Groups are built and attrition A/C provided, additional B-29 aircraft will be used to re-equip existing B-17 and B-24 Groups in theaters.

6. 50% of air crew personnel returned from one operational tour will be considered available for a second operational tour and war weary crews will be considered as available for reassignment in the following quantities:

a. 10% of all crews sent to the tactical units in theaters from 1 July 1944 until 1 January 1945.

b. 20% of all crews sent to the theaters after 1 January 1945.

c. 10% of all crews needed for the ATC and inactive theaters from 1 July 1944 until 1 January 1945.

d. 20% of all crews needed for the ATC and inactive theaters after 1 January 1945.

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8 November 1944

MEMORANDUM FOR CHIEF, [illegible]:

Subject: Redeployment of Combat Units of the U.S.A.A.F. in Event of the Unexpected Capitulation of Germany.

1. Tab A shows the deployment of combat groups and separate squadrons of the U.S.A.A.F. as of 31 December 1943 (Tab A-1), 31 March 1944, (Tab A-2), and 30 June 1944 (Tab A-3), together with the planned redeployment of these units in the event of the unexpected capitulation of Germany as of the above dates. Attention is especially invited to the number of combat units redeployed to CHINA-BURMA-INDIA, and the logistical implications involved (discussed generally in paragraph 3, below).

2. Tabs B-1, B-2 and B-3 show the number of combat units, by types, that must be shipped (principally from U. K. and North Africa) to various parts of the Pacific-Asiatic Theater in achieving the redeployment indicated in Tabs A-1, A-2, A-3, respectively.

3. Before combat units can be moved into India and China, it will be necessary to move in Aviation Engineer battalions and construct airdromes. It is estimated that two months will be required to move the Engineer Battalions from Europe and Africa (including packing, loading and unloading), and an additional four months to construct the necessary airdromes, assuming that materials will be furnished when and as required. The immediate diversion of Troop Carrier and TC units, together with motor transportation, will be required initially to support the construction effort.

4. More detailed study will be necessary to balance the combat units with necessary service units, determine shipping requirements, and determine the availability of airdromes in the Pacific and the airdrome construction required.

JOE L. LOUTZENHISER,
Colonel, C. A. C.,
Chief, Operational Plans Division

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TABLE I: Per Approved Program.

| | VHB: Gp | HB: Gp | HB: Sep Sq | M & LB: Gp | M & LB: Sep Sq | F & FB: Gp | F & FB: Sep Sq | RCN & LN: N/F | RCN & LN: Ren | RCN & LN: Ln | TC: Gp | TC: Sep Sq | TOTAL: Gps |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| WESTERN HEMISPH.(a) | | | | | | | | | | | | | |
| United States (b) | 0 | e2 | 0 | 0 | 0 | 3 | 0 | 0 | 5 | 0 | 12 | 0 | 10 |
| Caribbean | 0 | 1 | 0 | 1 | 1 | 3 | 0 | 0 | 0 | 3 | 0 | 1 | 5 |
| Atlantic Bases (c) | 0 | 0 | 0 | 0 | 0 | g1 | h1 | 0 | 0 | 0 | 0 | 0 | 1 |
| AFRO-EUROPEAN | | | | | | | | | | | | | |
| U.K. | 0 | i28 | k1 | 4 | 0 | 18 | 0 | 1 | 2 | 0 | 1 | 4½ | 0 |
| North Africa | 0 | 12 | 0 | 8 | 0 | 15 | 0 | 4 | 2 | 0 | 0 | 7 | 0 |
| CHINA-INDIA | 0 | 2 | 0 | 1 | 0 | 4 | 0 | 0 | 1 | 1 | 1 | ½ | 0 |
| PACIFIC | | | | | | | | | | | | | |
| North(Alaska/Aleut) | 0 | 0 | 1 | 0 | 1 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 1 |
| Central | 0 | 2 | 0 | 1 | 0 | 2 | 1 | 1 | 0 | 2 | 0 | 0 | 2 |
| South | 0 | 2 | m1 | 1 | 0 | 2 | 0 | 1 | 1 | 0 | 0 | ½ | 1 |
| Southwest | 0 | 3 | 0 | 5 | 0 | 7 | 0 | 2 | 2 | 0 | 0 | 4½ | 0 |
| TOTALS | 0 | 52 | 3 | 21 | 3 | 56 | 4 | 9 | 13 | 7 | 14 | 17 | 5 |

| | TOTALS: Gps |
|---|---|
| WESTERN HEMISPH.(a) | |
| United States (b) | 10 |
| Caribbean | 5 |
| Atlantic Bases (c) | 1 |
| AFRO-EUROPEAN | |
| U.K. | 56½ |
| North Africa | 44 |
| CHINA-INDIA | 8½ |
| PACIFIC | |
| North(Alaska/Aleut) | 1 |
| Central | 5 |
| South | 6½ |
| Southwest | 21½ |
| TOTALS | 159 |

TABLE II: Redeployment In Event of Unexpected Capitulation of Germany.

| | VHB: Gp | HB: Gp | HB: Sep Sq | M & LB: Gp | M & LB: Sep Sq | F & FB: Gp | F & FB: Sep Sq | RCN & LN: N/F | RCN & LN: Ren | RCN & LN: Ln | TC: Gp | TC: Sep Sq | TOTALS: Gps |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| WESTERN HEMISPH.(a) | | | | | | | | | | | | | |
| United States (b) | 0 | e2 | 0 | 0 | 0 | 3 | 0 | 0 | 5 | 0 | 12 | 0 | 10 |
| Caribbean | 0 | 0 | 0 | 1 | 1 | 3 | 0 | 0 | 0 | 3 | 0 | 1 | 4 |
| Atlantic Bases (c) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| AFRO-EUROPEAN | | | | | | | | | | | | | |
| U.K. | 0 | 0 | 0 | 2 | 0 | 4 | 0 | 0 | 0 | 0 | 1 | 0 | 6 |
| North Africa | 0 | 0 | 0 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| CHINA-INDIA | 0 | 13 | 0 | 5 | 0 | 8 | 0 | 0 | 3 | 1 | 1 | 4 | 0 |
| PACIFIC | | | | | | | | | | | | | |
| North(Alaska/Aleut) | 0 | i 5 | 1 | 0 | 1 | 4 | 0 | 0 | 0 | 1 | 0 | 0 | 1 |
| Central | 0 | 10 | 0 | 3 | 0 | 10 | 0 | 2 | 1 | 2 | 0 | 1 | 2 |
| South | 0 | 4 | m2 | 1 | 0 | 3 | 2 | 2 | 1 | 0 | 0 | ½ | 1 |
| Southwest | 0 | 18 | 0 | 7 | 0 | 19 | 0 | 5 | 3 | 0 | 0 | 11½ | 0 |
| TOTALS | 0 | 52 | 3 | 21 | 3 | 56 | 4 | 9 | 13 | 7 | 14 | 17 | 5 |

| | TOTALS: Gps |
|---|---|
| WESTERN HEMISPH.(a) | |
| United States (b) | 10 |
| Caribbean | 4 |
| Atlantic Bases (c) | 0 |
| AFRO-EUROPEAN | |
| U.K. | 6 |
| North Africa | 4 |
| CHINA-INDIA | 33 |
| PACIFIC | |
| North(Alaska/Aleut) | 9 |
| Central | 25 |
| South | 9½ |
| Southwest | 58½ |
| TOTALS | 159 |

NOTES: (a) Less Alaska & Aleutians.
(b) Defense and training, including units with ground forces and with AAFSAT.
(c) Greenland, Iceland and Ascension Island.
(d) Deployment of B-29 groups not shown.
(e) Includes one Search-Attack Group.
(f) RTU.
(g) At Iceland.
(h) At Ascension Island.
(i) Includes one Pathfinder Group.
(k) Polish Relief.
(m) Includes one LAB Squadron.

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6 Nov 1943

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DEPLOYMENT OF AAF COMBAT GROUPS AND SEPARATE SQUADRONS AS OF 31 MAR 1944

TABLE I: Per Approved Program.

| | VHB | | HB | | M & LB | | F & FB | | | Rcn & Ln | | | TC | | TOTAL: |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | Sep: | | Sep: | | Sep: | N/F: | Rcn: | Rcn: | Ln: | | Sep: | | Gps |
| | Gp | Gp | Sq | Gp | Sq | Gp | Sq | Sq | Gp | Sq | Sq | Gp: | Sq | | |
| WESTERN HEMISPH.(a) | | | | | | | | | | | | | | | |
| United States (b) | d4 | e2 | 0 | 0 | f1 | 3 | 0 | 0 | 5 | 0 | 12: | 0 | 0: | | 10: |
| Caribbean | 0 | 1 | 0 | 1 | 1 | 2 | 0 | 0 | 0 | 3 | 0: | 0 | 1: | | 4: |
| Atlantic Bases (c) | 0 | 0 | 0 | 0 | 0 | g1 | h2 | 0 | 0 | 0 | 0: | 0 | 0: | | 1: |
| AFRO-EUROPEAN | | | | | | | | | | | | | | | |
| U.K. | 0 | 34 | k2 | 10 | 0 | 35 | 0 | 3 | 3 | 0 | 1: | 12½ | 0: | | 94½: |
| North Africa | 0 | 21 | 0 | 7 | 0 | 10 | 0 | 4 | 3 | 0 | 0: | 3 | 0: | | 44 |
| CHINA-INDIA | 0 | 2 | 0 | 2 | 0 | 6 | 0 | 0 | 1 | 1 | 1: | ½ | 0: | | 11½: |
| PACIFIC | | | | | | | | | | | | | | | |
| North(Alaska/Aleut): | 0 | 0 | 1 | 0 | 1 | 1 | 0 | 0 | 0 | 1 | 0: | 0 | 1: | | 1 |
| Central | 0 | 2 | 0 | 1 | 0 | 2 | 1 | 1 | 0 | 2 | 0: | 0 | 2: | | 5 |
| South | 0 | 2 | m1 | 1 | 0 | 2 | 0 | 1 | 1 | 0 | 0: | ½ | 1: | | 6½: |
| Southwest | 0 | 3 | 0 | 5 | 0 | 7 | 0 | 2 | 2 | 0 | 0: | 4½ | 0: | | 21½: |
| TOTALS | 4 | 67 | 4 | 27 | 3 | 69 | 2 | 11 | 15 | 7 | 14: | 21 | 5: | | 199 |

TABLE II: Redeployment In Event of Unexpected Capitulation of Germany.

| | VHB: | | HB | | M & LB | F & FB | | | RCN & LN | | | TC | | TOTAL: |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | Sep: | | Sep: | Sep: | N/F: | Rcn: | Rcn: | Ln: | | Sep: | | Gps |
| | Gp | Gp | Sq | Gp | Sq | Gp | Sq | Sq | Gp | Sq | Sc | Gp | Sq | |
| WESTERN HEMISPH.(a): | | | | | | | | | | | | | | |
| United States (b) | d4 | e2 | 0 | 0 | f1: | 3 | 0 | 0: | 5 | 0 | 12: | 1 | 0: | 11: |
| Caribbean | 0 | 0 | 0 | 1 | 1: | 2 | 0 | 0: | 0 | 3 | 0: | 0 | 1: | 3: |
| Atlantic Bases (c) | 0 | 0 | 0 | 0 | 0: | 0 | 0 | 0: | 0 | 0 | 0: | 0 | 0: | 0: |
| AFRO-EUROPEAN | | | | | | | | | | | | | | |
| U.K. | 0 | 0 | 0 | 4 | 0: | 5 | 0 | 0: | 0 | 0 | 1: | ¼ | 0: | 9¼: |
| North Africa | 0 | 0 | 0 | 3 | 0: | 3 | 0 | 0: | 0 | 0 | 0: | ¼ | 0: | 6¼: |
| CHINA-INDIA | 0 | 15 | 0 | 5 | 0: | 10 | 0 | 0: | 3 | 1 | 1: | 4 | 1: | 37 |
| PACIFIC | | | | | | | | | | | | | | |
| North(Alaska/Aleut): | 0 | i 8 | 1 | 1 | 1: | 6 | 0 | 0: | 0 | 1 | 0: | 1 | 1: | 16 |
| Central | 0 | 15 | 0 | 4 | 0: | 15 | 2 | 3: | 2 | 2 | 0: | 2 | 0: | 38 |
| South | | 7 | m3 | 1 | 0: | 5 | 0 | 2: | 1 | 0 | 0: | ½ | 2: | 14½: |
| Southwest | 0 | 20 | 0 | 8 | 0 | 20 | 0 | 6: | 4 | 0 | 0: | 12 | 0: | 64 |
| TOTALS | 4 | 67 | 4 | 27 | 3: | 69 | 2 | 11: | 15 | 7 | 14: | 21 | 5: | 199 |

NOTES:
(a) Less Alaska and Aleutians.
(b) Defense and training, including units with g round forces and with AAFSAT.
(c) Greenland, Iceland and Ascension Island.
(d) Deployment of B-29 groups not shown.
(e) Includes one Search-Attack Group.
(f) RTU.
(g) At Iceland.
(h) At Ascension Island.
(i) Includes one Pathfinder Group.
(k) Polish Relief.
(m) Includes one LAB Squadron

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AFAEP
6 Nov 43

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TABLE II. For Approved Programs

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[illegible] AS OF 31 DEC 1942

| FROM | | | | TO | | | | |
|---|---|---|---|---|---|---|---|---|
| | | | | China India (Unit) | North* Pacific (Unit) | Central Pacific (Unit) | South Pacific (Unit) | Southwest Pacific (Unit) |
| Area | No. | Type | Unit | | | | | |
| Caribbean | 1 | HB | Gp | | 1 Gp | | | |
| Atlantic Bases | | | | | | | | |
| Iceland | 1 | FB | Gp | | 1 Gp | | | |
| Ascension | 1 | FB | Sq (sep) | | | | 1 Sq | |
| United Kingdom | 28 | HB | Gps | | 4 Gps## | 8 Gps | 2 Gps | 14 Gps |
| | 1 | HB | Sq Sq(r) | | | | 1 Sq | |
| | 2 | LB | Gps | | | 2 Gps | | |
| | 14 | FB | Gps | | 2 Gps | 8 Gps | | 4 Gps |
| | 2 | Ren | Gps | 2 Gps | | | | |
| | 4½ | TC | Gp | 3 Gps | | 1 Gp | | |
| | 1 | MF | Sq | | | | | |
| | 50½ | TOTAL CONUS | | 5 Gps | 6 Gps | 19 Gps | 2 Gps | 18 Gps |
| | 2 | RCAF O/S | | | | 1 Sq | 1 Sq | |
| North Africa | 12 | HB | Gps | 11 Gps | | | | 1 Gp |
| | 6 | LB | Gp | 4 Gps | | | | 2 Gps |
| | 11 | FB | Gps | 4 Gps | | | 1 Gp | 4 Gps |
| | 2 | Ren | Gps | | | 1 Gp | | 1 Gp |
| | 7 | TC | Gps | | | | | 7 Gps |
| | 4 | MF | Sqs | | | | 1 Sq | 3 Sqs |
| | 40 | TOTAL CONUS | | 19 Gps | | 1 Gp | 1 Gp | 18 Gps |
| | 4 | TOTAL O/S | | | | | 1 Sq | 3 Sqs |

* Includes Aleutians
** Includes Pathfinder Gp

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MOVEMENT INCIDENT TO REDEPLOYMENT 31 MARCH 1943

| | FROM | | | TO | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| | | | | China-India (Unit) | *North Pacific (Unit) | Central Pacific (Unit) | South Pacific (Unit) | SW Pacific (Unit) | United States (Unit) |
| Area | No. | Type | Unit | | | | | | |
| Caribbean | 1 | HB | Gp | | 1 Gp | | | | |
| Atlantic Bases | | | | | | | | | |
| Iceland | 1 | FB | Gp | | 1 Gp | | | | |
| Ascension | 1 | FB | Sq | | | 1 Sq | | | |
| United Kingdom | 34 | HB | Gps | | 7 Gps** | 13 Gps | 5 Gps | 9 Gps | |
| | 2 | HB | Sqs | | | | 2 Sqs | | |
| | 6 | M&LB | Gps | | 1 Gp | 3 Gp | | 2 Gps | |
| | 30 | FB | Gps | | 4 Gps | 13 Gps | 3 Gps | 10 Gps | |
| | 3 | RCN | Gps | | | 2 Gps | | 1 Gp | |
| | 12¼ | TC | Gp | 1 2/4 Gps | 1 Gp | 2 Gps | | 7½ Gps | |
| | 3 | MF | Sq | | | 2 Sqs | 1 Sq | | |
| | 85¼ Total Groups. | | | 1 2/4 Gps | 13 Gps | 33 Gps | 8 Gps | 29½ Gps | |
| | 5 Total Sep. Sqs. | | | | | 2 Sqs | 3 Sqs | | |
| North Africa | 21 | HB | Gps | 13 Gps | | | | 8 Gps | |
| | 4 | M&LB | Gps | 3 Gps | | | | 1 Gps | |
| | 7 | P&FB | Gps | 4 Gps | | | | 3 Gps | |
| | 3 | RCN | Gps | 2 Gps | | | | 1 Gp | |
| | 2 3/4 | TC | Gps | 1 3/4 Gps | | | | 1 Gp | |
| | 4 | MF | Sqs | | | | | 4 Sqs | |
| | 37 2/4 Total Groups | | | 23 3/4 Gps | | | | 13 Gps | 1 Gp |
| | 4 Total Sep. Sqs. | | | | | | | 4 Sq | |
| Central Pacific | 2 | | Sq | 1 Sq | | | 1 Sq | | |

* Includes Aleutians
** Includes Pathfinder Group

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Demobilization Planning - Materiel

AC/AS, Plans

25 Oct 43

Special Projects Office

1

GPE/vcj/74361

1. The proper development of demobilization plans for the period between the defeat of Germany and the defeat of Japan requires the knowledge of the following information pertaining to such period:

a. A preliminary schedule showing the organizations and types of equipment to be transferred from the European-African theater to the Pacific-Asiatic theater.

b. A preliminary schedule showing with reference to such equipment, which items will (1) be returned to the United States for re-shipment to Pacific-Asiatic theater and (2) will be sent to Pacific-Asiatic theater by other routes.

c. Through which continental United States ports of debarkation will materials and equipment arrive? (If modification on equipment, especially special purpose vehicles, is required upon transfer of such vehicles to the Pacific-Asiatic theater, proximity of existing modification facilities should be taken into consideration.)

d. What arrangements will be made for the disposition of material and equipment in transit?

e. Of the air bases established outside continental United States which will be utilized by Army Air Forces, Navy, and/or both Services?

f. What disposition will be made of Army Air Forces facilities now on loan to the Navy?

g. What new bases are to be established for the Pacific-Asiatic theater?

h. What is to be the number and location of overseas bases following the defeat of Japan?

i. What disposition is to be made for removal of fixed repair and storage facilities in European-African theater for use in the Pacific-Asiatic theater?

2. The above information has been requested of this office by AC/AS, M&D. It is realized that much of the information is purely operational and may well be the subject of direct communication between AC/AS, Plans and AC/AS, M&D. Because of the close inter-relation of operational plans and demobilization planning, it is requested that a copy of any R&Rs transmitting such information to AC/AS, M&D be furnished to this office. Any of the above information not considered purely operational should be submitted to this office direct.

F. TRUBEE DAVISON
Colonel, Air Corps
Chief, Special Projects Office

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Wtn: 11/12/43

**Demobilization Planning - Materiel.**

**Special Projects Office**

**AC/AS, Plans.**

PMH/lay/2842 2

**1. The following information is forwarded and represents maximum reply presently available to this Office. Paragraphs are lettered to conform with original questions in Comment No. 1.**

**a. Preliminary schedule hereto attached indicating movement from Europe-Africa area to Pacific-Asiatic and incident to redeployment of combat groups after defeat of Germany.**

**b. Specific routing to new locations not having yet been determined, it is assumed that units moving to India-Burma-China area will proceed eastward; those moving into Pacific areas will move westward via return to the United States.**

**c. Not yet ascertainable.**

**d. Not yet ascertainable.**

**e. Not yet ascertainable.**

**f. Not yet ascertainable.**

**g. Not yet ascertainable.**

**h. Presently the subject of two JCS papers. No decision yet reached.**

**i. Not yet ascertainable.**

**2. Additional information will be furnished as soon as it becomes available.**

**P. M. HAMILTON,**
**Colonel, Air Corps,**
**Liaison, AFAEP - AFASP**

**1 Incl.**
**Schedule**

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Demobilization Planning - Materiel

AC/AS, Plans

Special Projects Office

25 Oct 43

1

GPB/vcj/74361

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2. The above information has been requested of this office by AC/AS, MM&D. It is realized that much of the information is purely operational and may well be the subject of direct communication between AC/AS, Plans and AC/AS, MM&D. Because of the close inter-relation of operational plans and demobilization planning, it is requested that a copy of any R&FS transmitting such information to AC/AS, MM&D be furnished to this office. Any of the above information not considered purely operational should be submitted to this office direct.

P. TIBBE DAVISON
Colonel, Air Corps
Chief, Special Projects Office

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PRELIMINARY SCHEDULE OF MOVEMENT OF AAF COMBAT GROUPS

AFTER DEFEAT OF GERMANY

| FROM: | | | REDEPLOYED TO: | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| Area | Type | On Hand Prior to Redeployment | U.S. | India-China | (a) North Pacific | Central Pacific | South Pacific | SoWest Pacific | Total Moved | Left After Redeployment |
| UNITED KINGDOM | HB | 41 | | | 7 (b) | 15 | 6 | 13 | 41 | 0 |
| | M&LB | 11 | | | 1 | 3 | | 3 | 7 | 4 |
| | F&FB | 36 (c) (d) | | | 4 | 13 (c) | 3 (d) | 11 | 31 (c) (d) | 5 |
| | RECN | 3 | | | | 2 | | 1 | 3 | 0 |
| | TC | 14 | 3 | ¼ | 1 | 2 | | 7½ | 13 ¾ | ¼ |
| TOTAL | | 105 | 3 | ¼ | 13 | 35 | 9 | 35½ | 95 ¾ | 9¼ |
| AFRICA | HB | 21 | | 13 | | | | 8 | 21 | 0 |
| | M&LB | 7 | | 3 | | | | | 3 | 4 |
| | F&FB | 10 (e) | | 4 | | | | 2 (e) | 6 (e) | 4 |
| | RECN | 3 | | 2 | | | | 1 | 3 | 0 |
| | TC | 3 | | 2 ¾ | | | | | 2 ¾ | ¼ |
| TOTAL | | 44 | | 24 ¾ | | | | 11 | 35 ¾ | 8¼ |

NOTES: (a) Including Aleutians
(b) Includes "Pathfinder" Groups
(c) Plus One Night-Fighter Squadron
(d) Plus Two Night-Fighter Squadrons
(e) Plus Four Night-Fighter Squadrons

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AFROM-T
Col Lessig/bhd/3753
Wrtn: 14 Aug 1945

MEMORANDUM FOR THE ASSISTANT CHIEF OF STAFF,
WAR DEPARTMENT GENERAL STAFF, G-4:

Subject: Accelerated Plan for Commitment of B-29 Units on "V-J Day"

1. To fulfill the plan, as agreed upon by The President, to deploy all forty (40) B-29 groups to the Pacific as soon as possible, the following action has been taken by the Commanding General, Army Air Forces.

a. In Terminal Victory 343 of 26 July 1945, the Pacific theater commanders were notified of the decision to deploy all forty VHB groups to the Pacific areas. A further cable (Cm-Out-40054 TOPSEC dated 28 July 1945) was dispatched by the CG, Army Air Forces establishing estimated readiness dates of VHB groups in the United States.

b. Directives have been issued to the continental commands to accelerate action on "V-J Day" in preparation of VHB groups and their associated services to the end that the readiness dates at home stations for all units will be 1 September 1945, unless "V-J Day" is appreciably delayed.

c. Authority has been granted by the CG, Army Air Forces to the continental commanders to cannibalize any or all other units (after "V-J Day), except those necessary for the support of the Air Transport Command, now under their jurisdiction to provide qualified personnel for the accelerated VHB plan.

2. With readiness dates of fourteen (14) groups in the United States now advanced to 1 September 1945, the plan is to ship them, together with their necessary associated services, at the rate of, dependent upon shipping availability:

| | Sept | Oct |
|---|---|---|
| To Okinawa | 6 Gps | 6 Gps |
| To Aleutians | -- | 2 Gps |

B-29 [redacted] Assignment

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Memo for AC/S, WDGS, G-4, subj "Accelerated Plan for Commitment of B-29 Units on "V-J Day".

a. Units will be at T/O strength with UE aircraft and crews.

b. Flight echelons will depart the United States as soon after the departure of the ground echelons as possible.

c. Final deployment in the theater should be reached by 1 November 1945 with disposition as follows:

| Mariannas | Ryukyus & P.I.* | Aleutians | Total |
|---|---|---|---|
| 20 Gp, plus 1 Comp Gp | 18 Gps | 1 Gps | 40 Gps |

* Depending on field and facility availability.

d. All groups will eventually consist of four (4) squadrons each, with the exception of one group in the Mariannas having five squadrons, and one Composite Group (509th). Casuals sufficient to provide for activation of eighteen (18) squadrons have been, or are being shipped to the Mariannas; additional casuals for three (3) squadrons will be shipped during September. Casuals for four (4) squadrons will be shipped during September or October to provide for the fourth squadron of four (4) groups already departed for Okinawa. Two (2) groups are scheduled to depart in August for which the fourth squadron will be provided in September or October. The remaining fourteen (14) groups will depart with four squadrons each.

3. A study of requirements is being made to determine the number of services that should be deployed in support of the last fourteen (14) groups, taking into consideration the VHB services that are now in the theater. It is planned to ship from the United States only those units as are absolutely necessary and to direct the transfer of supporting services to the Ryukyus or the Philippines that are not needed in the Mariannas on a peacetime basis of operations.

For the Commanding General, Army Air Forces:

G. C. CHAUNCEY
Major General, U. S. Army
Deputy Chief of Air Staff.



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AF HQ-12 HEADQUARTERS AAF

# ROUTING SLIP

| TO ➡ | OFFICE & INDIVIDUAL IN TURN | DATE FORWARDED |
|---|---|---|
| 1. | A-5 | 14 Aug 45 |
| 2. | Pacific | |
| 3. | | |
| 4. | | |
| 5. | | |

FOR ➡ FOLLOWING ACTION(S) AS CHECKED

| | | | | | |
|---|---|---|---|---|---|
| | COORDINATION | | NOTE AND RETURN | ✓ | INFORMATION |
| | NECESSARY ACTION | | RECOMMENDATION | | FILE |
| | SEE OR PHONE ME | | APPROVAL | | SIGNATURE |

COMMENT

WRD

FROM ➡ OFFICE & INDIVIDUAL: C. P. LESSIG, COL, A.C. PHONE: 3753

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| 171 | ↓ | Sep/42 | | | ↓ | U | |
| 356 | 145.151-1 | Oct-Nov/42 | | | Inter Dept. Air Traffic. | U | |
| 559 | 145.161-1 | Apr-Sep/44 | | | D Wright D. Eisenhower. | U | |
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